SPECIAL ISSUE

AUTO EXPRESS

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Sleek show car leads Tokyo preview

DRIVEN THIS ISSUE

NEW VOLVO ES90
We run the rule over tech-filled saloon

NEW JEEP COMPASS
Will fresh 4x4 have big market appeal?

PLUS e-C3 AIRCROSS

CAN CHINA COMPETE?

HYBRID TEST MG vs BYD, Omoda, Jaecoo and Haval

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Every brand ranked – from 17 to 1

EXCLUSIVE NEW T-ROC
We hit the road in VW's star SUV

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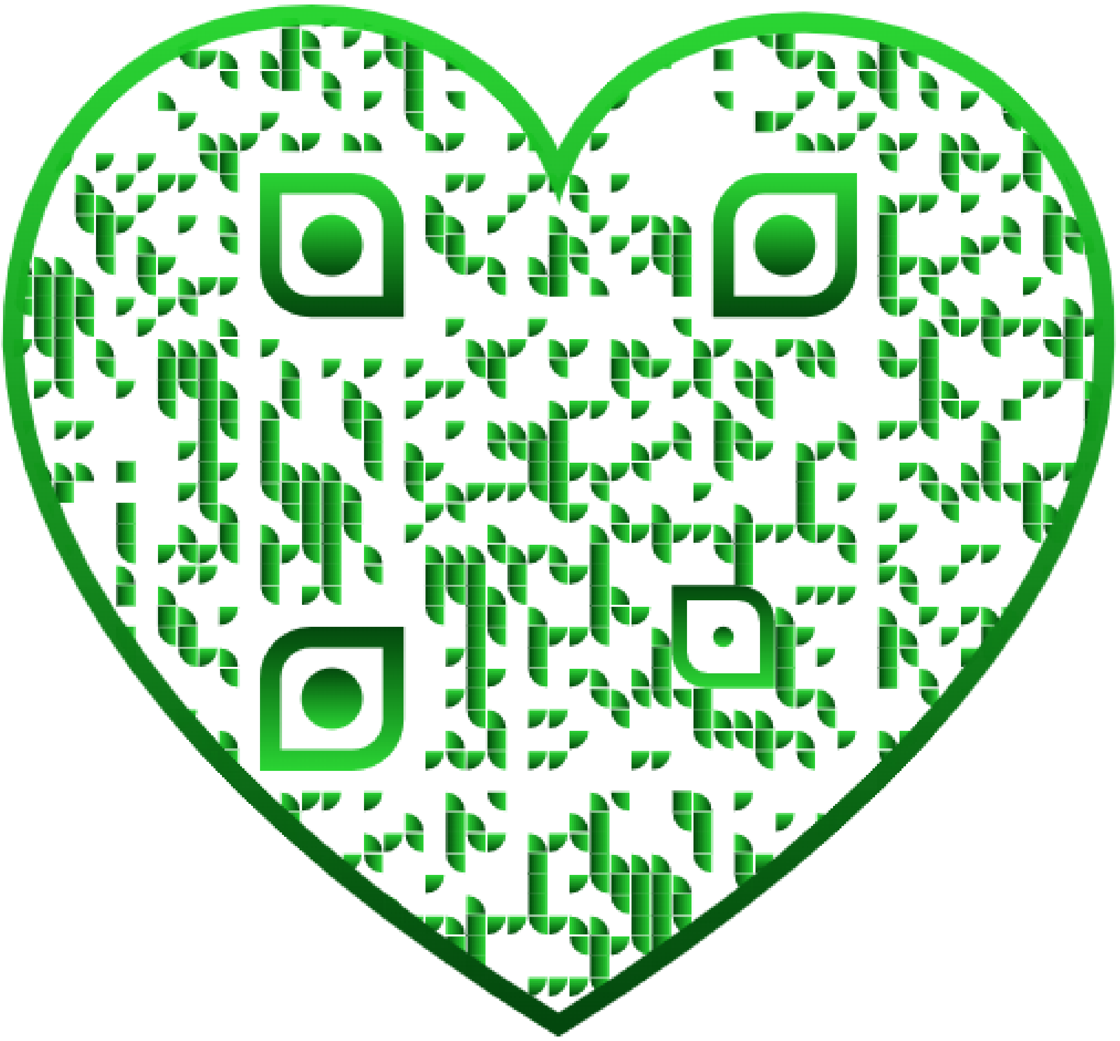

Battery EV

Plug-in
hybrid EV

HANKOOK
driving emotion

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iON FlexClimate SUV

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The iON FlexClimate (and SUV) is expertly engineered to withstand the high torque output of electric vehicles and deliver accurate handling for enhanced safety across all road conditions and seasons.

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i **Sound** Absorber

Noise Free

Electric motors are almost soundless, making road noise from tyres more noticeable. With i Sound Absorber technology, the iON FlexClimate (and SUV) ensures a quiet and comfortable ride at any speed.

AUTO
EXPRESS
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CONTENTS

NEWSWEEK

Volvo ES90 6
First drive of sleek new electric saloon
Toyota Corolla 10
Concept hints at electric hatch
VW T-Roc hits the road 12
We take a ride in new SUV
MGS6 revealed 15
New model unveiled in video error
Catalytic converter thefts 16
Thieves abandon cats for EV cables

NEW CARS

Jeep Compass 18
Will fresh 4x4 have big market appeal?
Leapmotor B10 22
New rival for Ford Puma Gen-E driven
Genesis GV60 24
New SUV matches premium models
Citroen e-C3 Aircross 26
Space and comfort from bargain SUV

ROAD TESTS

What's Britain's best SUV? 30
Kia, Nissan and VW SUVs compared
Our cars: Honda Civic Type R 48
Last of the line is first-class hot hatch

CHINA SPECIAL

Chinese invasion 50
Why do so many brands target UK?
Best Chinese hybrids 52
Five of the latest put to the test
Hidden in plain sight 64
Chinese-built, but you might not know
The Power List 66
All 17 Chinese brands in UK - ranked

PRODUCTS

All-season tyre test 2025 85
Six designs rated in wet, dry and snow
Winter essentials 96
Top kit to care for your car in the cold

BUYING CARS

Column 99
Tech is there to help, not drive for you
Driver Power 100
Verdict on life with Ford Kuga
Buyer's guide 102
Focus on first VW city car, the Lupo

JEEP COMPASS
Typically rugged looks
for practical new SUV

18

6 **VOLVO ES90**
Space and technology aplenty in Volvo's
new executive saloon contender

24
GENESIS GV60
Revised coupé-SUV is
a real match for Audi

10
TOYOTA COROLLA
Show car points to
new family hatch
and leads Toyota
Tokyo preview

85

ALL-SEASON TYRE TEST
Six brands put to the test
in all weather conditions

30
FAMILY CAR TRIPLE TEST
Big-selling SUVs from Kia, Nissan
and Volkswagen go head to head

50
CHINESE SPECIAL
We study the wave of new cars and
manufacturers from China, and how
the UK market will be affected

REGULARS

RUTHERFORD 114
Can't afford to buy your
next new car outright?
Mike explains why leasing
could be the answer
NEW CAR PRICES 106
All the details you need to
know before you head to
the showroom
SUBSCRIPTIONS 82
How to get
Auto Express
delivered
direct to your
door and save
money

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Strategic partnerships managers:
Pierre Clements, Miles Taylor
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AUTO EXPRESS ROAD TESTS
All Auto Express tests are carried out at private proving grounds where cars are driven to the limit and performance tested. Auto Express also assesses the cars over many miles of mixed public roads before delivering its Road Test Verdict.

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THIS WEEK

AS you'll see, from page 50, we've created a special report about the Chinese brands that have appeared in the past 18 months or so.

Around one-in-10 new cars in the UK are now made by a Chinese brand, which is quite a rise. Even more significantly, we've never seen so many unfamiliar names arriving here at once.

It's fascinating and, if you're an established manufacturer, terrifying. I'll be amazed if all the new brands survive, but the bigger players coming to the UK are hell bent on making an impression – and have the cash to do it.

What's more, the success is not based on incremental new-car sales. It has come – and will continue to come – at the expense of household names. The big brands we've known all our lives have been caught out by how quickly UK buyers have been willing to embrace the idea of driving a car from a firm they hadn't heard of a couple of years ago – and maybe hasn't even been producing vehicles for long.

In some ways Tesla is the template, but the Chinese major less on personality, more on affordability, and use lots of marketing money, and tech, to gain sales.

How legacy brands respond is key. Renault, for example, set up the Advanced China Development Centre in Shanghai to learn from the Chinese how to bring cars to market more quickly. Changing western culture to make decisions on a weekly, not monthly basis helps turbocharge projects: the ACDC developed the new Twingo in less than two years and with a 20,000-Euros (£17,400) price.

Stellantis is on it too, developing the low-cost 'Smart Car' platform under the Citroen C3 and Vauxhall Frontera to make EVs more affordable, and forging a joint venture with Leapmotor to import Chinese cars to Europe. Meanwhile, VW Group is partnering with XPeng on new software for China. Taking action is the attitude proposed by Skoda CEO Klaus Zellmer: "We just need to be better."

This perfect storm of the transition to electric and the rising cost of living has made consumers more willing than ever to try something new. Despite vocal geopolitical concerns, Chinese cars are being met with less suspicion than new Japanese brands were in the sixties and seventies. The survival of the fittest car makers will be a compelling story to be played out over the coming years.

> **"BIG BRANDS HAVE BEEN CAUGHT OUT BY HOW QUICKLY UK BUYERS HAVE EMBRACED THE IDEA OF DRIVING A CAR FROM A FIRM THEY HADN'T HEARD OF TWO YEARS AGO"**

PAUL BARKER

Paul.Barker@autoexpress.co.uk

EDITOR'S VIEW

Visit **autoexpress.co.uk** for all the latest new car news

AUTO EXPRESS

FIRST FOR NEWS

10 **OFFICIAL**
TOYOTA COROLLA
New concept car breaks cover

12 **FIRST RIDE**
VW T-ROC
Early experience of hot new SUV

15 **REVEALED**
MGS6 EV
Crash test unmasks secret EV

DRIVEN NE
RIVAL TO B

REVEALED We get behind the wheel of Volvo's pure-electric replacement for the S90 exec

Ellis Hyde

Ellis.Hyde@autoexpress.co.uk

THAT'S right, Volvo doesn't just make SUVs and estates! The new Volvo ES90 is strutting into town to take on highly impressive, all-electric executive saloons such as the Audi A6 e-tron and BMW i5, along with the Polestar 4.

However, the ES90 is obviously not a traditional three-box saloon. Volvo says it's been designed to offer the "refined elegance of a sedan, the adaptability of a fastback" (whatever that means) and "the spacious interior and higher ground clearance associated with an SUV".

It shares a lot with Volvo's seven-seat EX90 SUV, starting with the sleek front end that incorporates the same headlights and pixelated 'Thor's Hammer' daytime running lights. That lump on the roof is not a taxi beacon, it's a LiDAR stack – one of the numerous sensors and cameras dotted around the car that feed the safety and driver-assistance tech.

The cabin is almost identical to the EX90's as well, inheriting the same slim nine-inch driver's display, head-up display and 14.5-inch portrait touchscreen. The Google-based infotainment system is responsible for controlling everything on this car, including opening the glovebox, while the only physical control is a scroll wheel for the audio volume sited below the touchscreen.

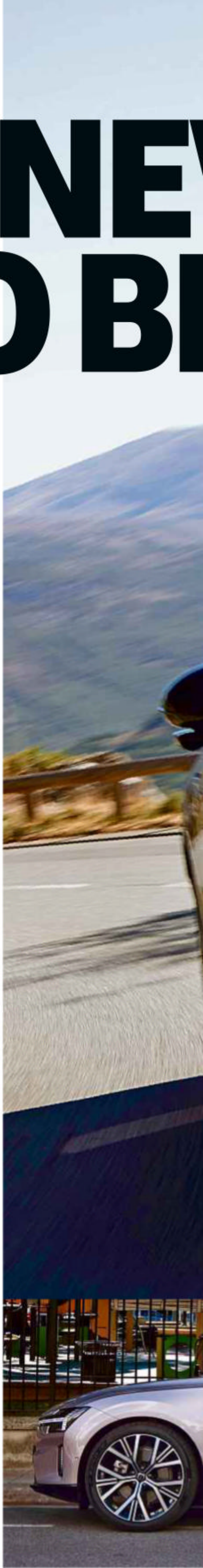
The dashboard is largely the same too, featuring a combination of real wood and Volvo's sustainable Nordico leather alternative – partly made from pine oil sourced from Swedish and Finnish forests. The main difference is the design of the centre console, which is lower and more open than the EX90's tall centre tunnel.

Our test car featured the light-grey 'Dawn' interior colour scheme, with ash wood on the dashboard and a two-tone hand-stitched steering wheel. This would be our choice simply because it makes the cabin feel more airy than the black 'Charcoal' or beige 'Cardamom' designs.

This interior looks very classy and the materials feel nice to the touch. Although if you start to prodding around you'll notice that the leather-like trim, for example on the doors, is just a very thin layer covering up the hard plastic beneath. There's also a fair amount of plastic dotted around, but at least it has a soft matte finish.

Both the screens are bright and clear, and we like that the driver's display doesn't overwhelm you with information. Various Google apps, such as Google Maps, come built-in, and these are excellent as always. The 25-speaker Bowers and Wilkins stereo you get in higher-spec models is simply magnificent. It's powerful, exceptionally clear and creates an immersive surround-sound stage. The new Abbey Road Studios mode is also a fun novelty that will definitely entertain the audiophiles.

Unfortunately, the touchscreen in our test car was occasionally laggy. We couldn't connect to Apple CarPlay at all, and Volvo's latest infotainment system still isn't as easy to use as we would like. For one thing, the small



W VOLVO
MW'S i5

ESSENTIALS

Volvo ES90 Ultra Single Motor Extended Range

Price: £79,160 **On sale:** Now

Powertrain: 92kWh battery, 1x e-motor

Power/torque: 328bhp/480Nm

Transmission: Single-speed automatic, rear-wheel drive

0-62mph/top speed: 6.6 seconds/112mph

Range: 400 miles

Max. charging: 310kW (10-80% in 22 mins)

Size (L/W/H): 5,000/1,942/1,546mm

HANDLING Twisty roads are not the ES90's forte, because it feels heavy and vague. It's comfortable and quiet on the motorway though

> **"BOTH THE SCREENS ARE BRIGHT, AND WE LIKE THAT THE DRIVER'S DISPLAY DOESN'T OVERWHELM YOU WITH INFORMATION. THE BUILT-IN GOOGLE APPS ARE EXCELLENT"**

icons are difficult to tap while driving, and there is a multitude of menus you have to sift through to change any setting. Google's voice assistant can help with certain things, but even so, for a company obsessed with safety, forcing the driver to take their eyes off the road so much to use the touchscreen seems rather baffling.

The so-called 'contextual bar' runs along the lower part of the touchscreen, and this is supposed to learn the functions you use most frequently and offer shortcuts. We can only assume it takes a while to learn the driver's habits, because the one in our car kept offering us a way to quickly change the drive mode, despite the options being limited to 'standard' and 'off-road', which our route around Monaco didn't call for.

Another major annoyance is with the pitiful rear visibility. You get a sliver of a rear windscreen in the ES90, which you can barely see out of if the middle seat headrest is in place, and definitely not if there's a person sitting there. We're not the biggest proponents of digital rear-view mirrors, such as you get in a Polestar 4, but this is one time that it would have been helpful to fit one.

The ES90 is a full five metres long and has a wheelbase of 3.1 metres, meaning it's larger than the Volvo S90 it replaces. As you'd hope, there is a lot of space in this car, especially for rear-seat passengers, who will appreciate how much they can stretch out. Even six-feet-tall adults have headroom to spare, and the glass roof floods the cabin with light.

As is often the case in electric cars, the floor in the rear is very high due to the battery pack underneath, so if passengers have long legs, they don't get much under-thigh support. A solution we've seen in other executive EVs is carving out part of the battery to create what Porsche calls 'foot garages', but the ES90 doesn't employ any such solution.

STYLING

Sleek hatchback look is certainly a departure for Volvo, which is usually associated with SUVs and estates

Rather than the letterbox-style boot opening of a traditional saloon, the ES90 has a proper hatchback, so it's easy to throw stuff into the 424-litre luggage area. It's a good size and shape, and there's just enough space under the floor for the charging cables. Admittedly, all of its rivals offer more capacity – particularly the Polestar 4, which you can cram 526 litres worth of stuff into.

There is a 22-litre 'frunk' under the Volvo's bonnet, which is something the BMW i5 doesn't have. But because of the unusual curved shape of the tray inside, you can barely fit anything in – a backpack at most.

Much like Audi's A6 e-tron, rather than offering a long range or fast charging, the ES90 delivers on both fronts. Twin Motor versions are powered by a huge 106kWh battery that offers up to 435 miles of range, while a maximum charging speed of up to 350kW (base cars top out at 310kW) allows for a 10 to 80 per cent top-up in just over 20 minutes. There are two power outputs – 443bhp or 671bhp – and the more potent version will do 0-62mph in four seconds flat.

This isn't a car that's all about outright performance, though, so most buyers will probably stick with the Single Motor set-up we drove. Even the base Single Motor, which gets a slightly smaller 92kWh battery, can cover up to 400 miles on a single charge.

The 328bhp rear-mounted motor is good for 0-62mph in less than seven seconds. Getting up to motorway speeds is easy, but it feels like the car has run out of puff when you try to overtake. Nevertheless, the ES90 feels really at home on the motorway, where you can appreciate how incredibly quiet it is inside. The only intrusion we noticed was a touch of road noise, although that may have something to do with the 22-inch rims fitted to our test car.

It took us a while to get to grips with the one-pedal driving in the ES90. You have to be very delicate with what feels like a very heavy throttle in order to drive smoothly: a bit too much pressure and the car can bolt forward, while easing off too quickly would make it suddenly slow down. But after a while we got the hang of it.

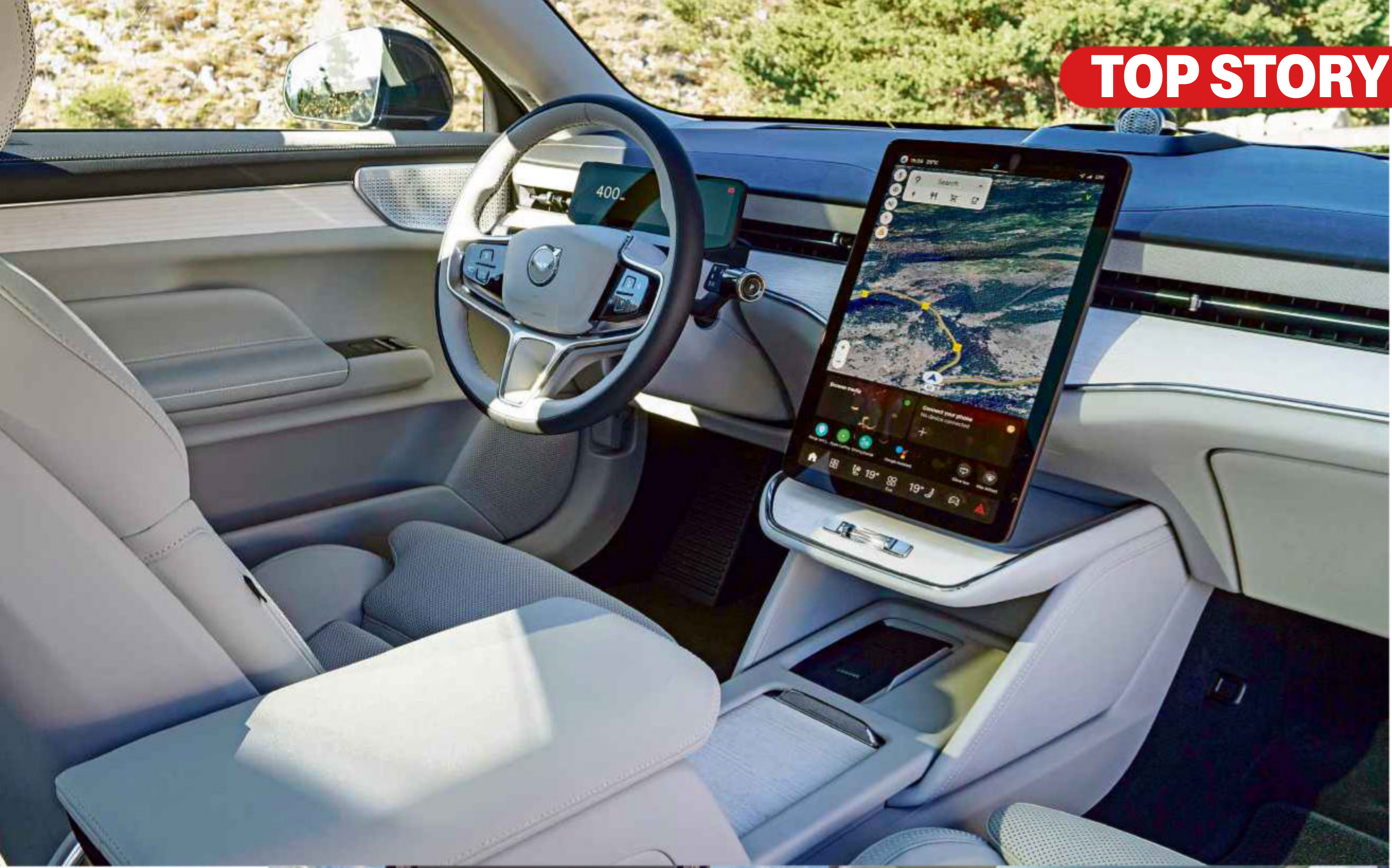
There's also an auto one-pedal mode, which is helpful if your journey involves a mixture of town, country and motorway driving because the car won't slow when you lift off unless it detects a vehicle in front of you. It's a system that's ideal for those who like to 'set it and forget it'.

You could hustle the ES90 on a country road if you were late for a meeting, or picking up your in-laws from the airport, but ultimately, this is a big, heavy car. Even with the steering in the firm setting that adds more weight, the ES90 is still about as vague as a politician on a hot-button topic, and unsurprisingly it leans in the corners.

The ES90 starts from £69,760, with the entry-level model offering a huge range, plus the array of displays you see here, a 360-degree 3D camera system, energy-saving heat pump and 20-inch wheels. But the Polestar 4 is available for nearly £10,000 less, is well equipped and offers 385 miles of range. The Audi A6 e-tron also starts from about £62,000, with a similar 384-mile range.

If you want all the luxuries and tech Volvo offers, upgrading from Plus to Ultra trim raises the price to nearly £80,000. A range-topping Twin Motor model will set you back nearly £90k.

"THE ES90 FEELS REALLY AT HOME ON THE MOTORWAY, WHERE YOU CAN APPRECIATE HOW INCREDIBLY QUIET IT IS INSIDE"



INTERIOR
There's plenty of space in the ES90, and the boot is a fair size, albeit smaller than that in the Polestar 4. Most systems are operated through the touchscreen

VERDICT

★★★⯪☆

FOR those who cover long distances, the Volvo ES90 offers an incredibly quiet and spacious cabin, huge range figures, genuine ultra-rapid charging abilities, good ride comfort and a sophisticated Scandinavian vibe. Yet to us, it seems to lack thought in certain places, particularly when it comes to technology and the rear cabin. The near-£70k starting price is a little steep, too, especially when the Polestar 4 has an exceptional, more modern-feeling and more practical interior, plus a similarly long range, but is available for considerably less money.

Toyota concept hints a

REVEALED Aerodynamic Tokyo concept car gives strong clues to the look o

Ellis Hyde

Ellis.Hyde@autoexpress.co.uk

IT'S hard to believe, but this futuristic-looking concept offers our first peek at the next generation of the Toyota Corolla.

So far, the firm has only released these teaser images and confirmed this new Corolla Concept will be one of several creations it's bringing to the Tokyo Motor Show, which opens its doors on 30 October.

The concept has what appears to be a charging port on the front wing, suggesting this new Corolla is either going to feature plug-in hybrid power – like the latest Toyota Prius – or it'll be purely electric.

Our money is on the latter because Toyota has started to expand its range of EVs, and an electric Corolla would give the Japanese brand a rival to the likes of the Kia EV4, Volkswagen ID.3 and Volvo EX30.

If true, we think an electric Corolla would be sold alongside the current hybrid-powered model, similar to what Toyota has already done with the C-HR hybrid crossover and its all-electric C-HR+ sibling.

We're a long way off an electric Corolla arriving in showrooms but we have a reasonable idea of what it might cost. For example, the current hybrid model starts from around £31,000. With the C-HR starting at a similar price point and the electric C-HR+ expected to be £5,000 more, a Corolla EV could open around the £36,000 mark.

You might struggle to tell that this is a Corolla because it has almost no resemblance to the current model. The sharp, angular nose design is similar to that of the C-HR+, but adds a full-width lightbar and vertical headlights. Meanwhile, the rear will have pixel-style lighting and a small ducktail spoiler, a bit like the one on the streamlined Hyundai Ioniq 6.

The concept isn't a traditional hatchback either, and has a more saloon-like shape, which would help boost efficiency if this really is an EV. Having the wheels pushed out to the corners will maximise cabin space.

The vehicle is just a concept for now, and at the time of writing Toyota hasn't shared any technical details. But it's worth noting that the Small Urban SUV concept the company showed in late 2023 went on to become the new Urban Cruiser that we drove in the summer, while the Sport Crossover concept was a preview of the C-HR+.

The designs of those concepts were modified for the road-going versions, as is often the case. Nevertheless, Toyota's decision to use the Corolla name here suggests to us this concept will eventually lead to a production model.

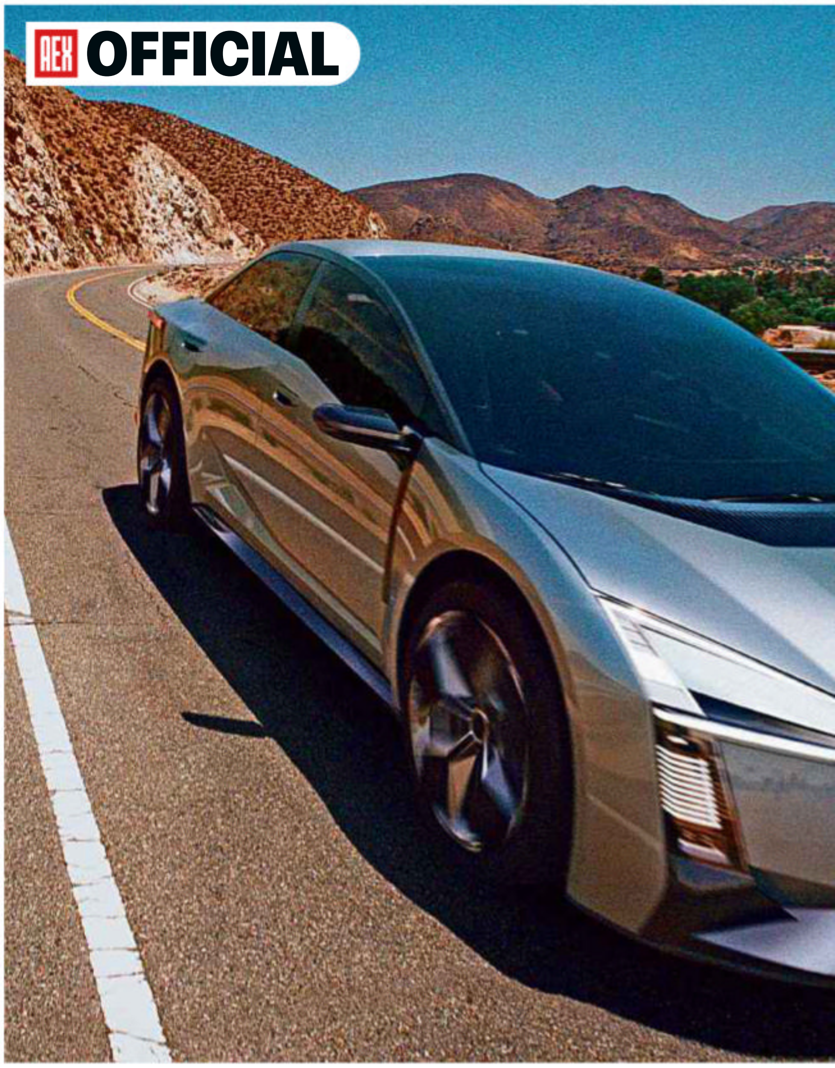
The use of the Corolla badge is part of Toyota's latest naming strategy for its EVs, under which it uses very familiar names to capitalise on their household recognition.

Toyota's UK managing director, Scott Thompson, told Auto Express: "We've got to try and utilise as much of our history as we can."

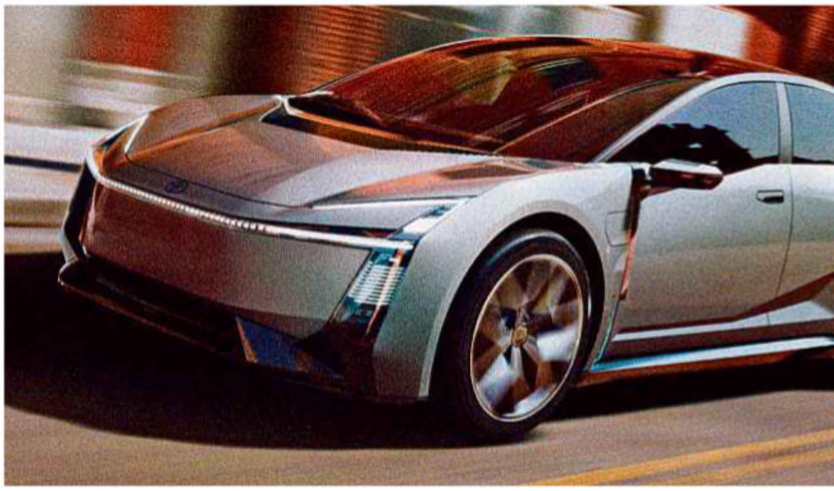
Corolla is one of the longest-serving nameplates in the motoring world, having been introduced in 1966. There have been 12 generations of the Corolla since then, and more than 50 million sold worldwide, so it would make sense for Toyota to use such a widely recognised name for a similarly sized EV.

Toyota isn't the only brand adopting this strategy. Next year, Subaru will launch a rugged pure-electric estate car called the E-Outback, while Volkswagen's new zero-emissions supermini has officially been christened the ID.Polo.

Earlier this year, Toyota pledged to launch nine new electric cars by the end of 2026. A Corolla wasn't part of those plans, meaning it's more than a year away, but among them will be the large off-roader that was previewed by the Land Cruiser Se concept from 2023, and a pick-up truck that will surely wear the well known Hilux name.



"TOYOTA'S DECISION TO USE THE COROLLA NAM
SUGGESTS IT WILL EVENTUALLY LEAD TO A PROD



t efficient new Corolla

f a forthcoming Corolla EV

E ON THIS CONCEPT
UCTION MODEL”

DESIGN
Concept looks to maximise efficiency through sleek aerodynamics, while the wheel-at-each-corner stance suggests that cabin space will be generous

PLUS Brands issue teasers ahead of unveilings at Tokyo Motor Show

MINI and Subaru are among the car makers at Japan expo next week

LEXUS

LEXUS has clearly lost its mind. At least, that would be one explanation for the brand – known for its reliable and luxurious cars – unveiling a six-seat, six-wheeled minibus in Tokyo. This bold creation is only a concept, but it could be telling that it’s called the LS Concept – because the first LS put Lexus on the map back in the nineties.

SUBARU

RALLY fans, rejoice. Subaru hasn’t given up on its STI brand, and it’ll show two new concepts at the Japan Mobility Show. The Performance-E STI and Performance-B STI are visions of the future of its hot sub-brand. The more ambitious of the two is the former, which will “spearhead Subaru’s new generation” of high-performance cars.

MAZDA

MAZDA’S new concept car will give us an insight into the company’s future design direction, and possibly a fresh flagship. The concept seems to take the current Mazda 3’s design to a new extreme. While it doesn’t preview the rumoured successor for the RX-7 sports car, it could hint at a new rear-wheel-drive saloon or four-door coupé.

TOYOTA

TOYOTA could be gearing up its ultra-luxury Century sub-brand for global expansion. The new Century cars will “take on the high-end market as the top of the top, one of one”, according to Toyota’s Chief Branding Officer, Simon Humphreys, and could be previewed by a high-riding two-door concept car.

MINI

THE collaboration between MINI and British fashion brand Paul Smith is being revived for a new generation. The firm has teased a new-model reveal that’s set to take place at this year’s Tokyo show, with the social media video showing a car inside a timber crate being opened by Paul Smith himself. But beyond this, there’s almost no official information from either of the brands.

New T-Roc on the road more tech and mature

EXCLUSIVE We ride in the next VW T-Roc, giving us a taste of what lies ahead

Robin Hornig

VOLKSWAGEN is putting the final touches on the next-generation T-Roc, and we've had an exclusive ride in the car with the firm's Head of Development, Kai Grünitz.

The looks might be evolutionary, but it doesn't take long to realise this hugely popular model is much more refined than its predecessor.

One big weakness of the outgoing T-Roc was the feel of its interior, as Grünitz candidly admits. Now, the dashboard and doors feature soft-touch foam backing, and a new design of door handle allows for a clean, smooth surface. Grünitz acknowledges some makers' move to electronic releases, and defends VW's choice: "In the event of a crash, it's vital to have the mechanical release in the same place."

This new model is bigger than the old one, too. New crash-test rules have led to the T-Roc lengthening by 120mm. The wheelbase is also up by 35mm, which benefits those in the rear with more knee room and improved headroom. "It's simply a much more practical car for everyday use now," says Grünitz.

Engines will range from mild hybrids to a new full hybrid next year. The only non-hybrid model is the hot T-Roc R, which will continue with the familiar 328bhp 2.0-litre turbo from the Golf R hot hatch. Our test car has the familiar 1.5-litre eTSI petrol engine with 148bhp and 250Nm of torque.

Under the skin, VW has borrowed the adaptive-damper technology from the larger Tiguan. This provides a much wider spread between the driving modes, while the suspension bushings have been retuned and the steering calibrated for a smooth feel.

The result is a car that feels sporty without being harsh, and is much more relaxed on the motorway.

Improved sound deadening is also a highlight. Even on large wheels, the T-Roc remains quiet, with road noise kept firmly in check. This should be an SUV in which you can cover long distances without any stress.

As for technology, the T-Roc has a Travel Assist system that will soon brake for red lights and stop signs, while app-controlled parking and a 360-degree camera view are also available. The multi-stage voice control uses both on-board and cloud-based recognition. To top it off, ChatGPT is integrated.

Looking ahead, Grünitz announced a new 'Sensor Set 2.0', which is due in 2028 and will enable a true hands-off driving experience.

It's clear this bestseller isn't just being brought up to date for the here and now; it's also being readied for the next big leap in technology.

FIRST RIDE

ESSENTIALS

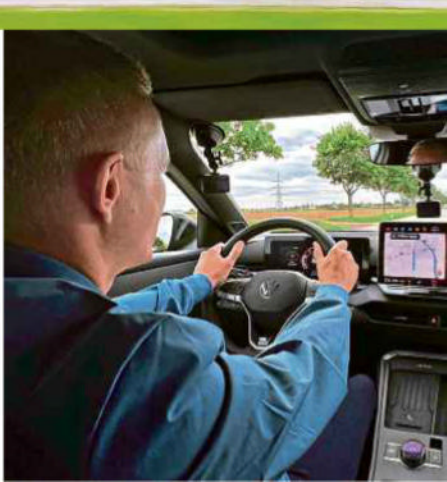
Volkswagen T-Roc 1.5 eTSI Life

Price: From £30,000 (est)
On sale: January 2026
Powertrain: 1.5-litre four-cylinder turbo petrol
Power/torque: 148bhp/250Nm
Transmission: Seven-speed automatic, front-wheel drive
0-62mph: 9.0 secs (est)
Top speed: 130mph (est)
Economy/CO2: 50.4mpg/130g/km (est)
Size (L/W/H): 4,372/1,828/1,573mm

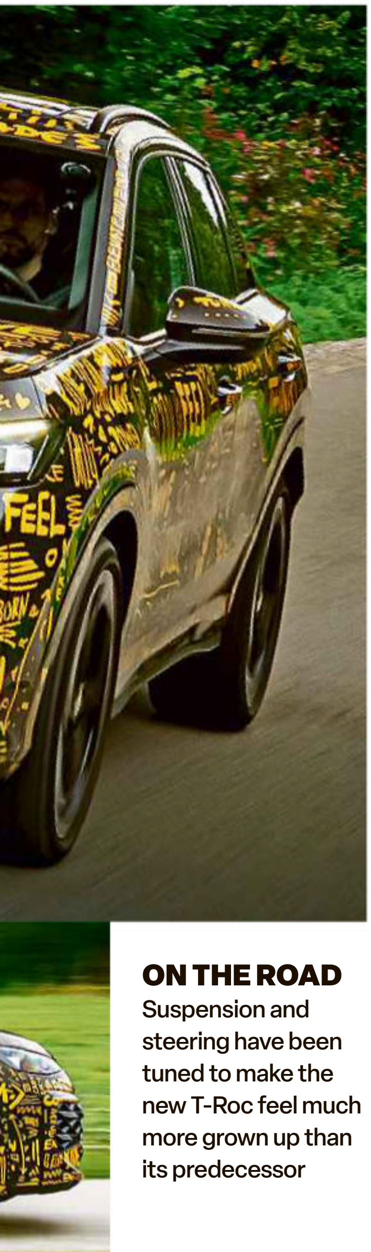
> "THE T-ROC SHOULD BE AN SUV IN WHICH YOU CAN COVER LONG DISTANCES WITHOUT ANY STRESS"

VERDICT

SOFTER, quieter and better than ever – the new VW T-Roc has the ingredients to continue its smash-hit success. VW has addressed the old car's biggest weaknesses, with the new model getting more space, a high-quality interior, and a more composed driving experience.



with
feel



ON THE ROAD
Suspension and steering have been tuned to make the new T-Roc feel much more grown up than its predecessor

OFFICIAL
WOB TG 574

Final Edition will come with 3.0 V6 turbodiesel engine and unique details

VW Touareg signs off with Final Edition trim

VOLKSWAGEN will shortly say goodbye to its Touareg SUV with a Final Edition model. Its specification is based on the R-Line Black Edition, fitted specifically with the 3.0-litre V6 diesel powertrain. It'll be available to order until production ceases in early 2027.

Unique design elements include laser-etched Final Edition badging on the rear window surrounds, plus new door-sill garnish. These are in addition to the leather upholstery, multi-colour ambient lighting, and 21-inch alloy wheels.

UK pricing has not been announced yet, but we expect it won't move much from the current model's £74,525 asking price.

The V6 diesel engine produces 281bhp and 600Nm of torque, which powers all four wheels via an eight-speed automatic transmission.

To dismiss the end of Touareg production would be a mistake, though, because this high-class SUV represents more than just the end of a model line. It's also the last surviving vestige of VW's ultra-ambitious era of engineering under the leadership of its late chairman Ferdinand Piech. This didn't just result in the Touareg and Phaeton four-door saloon, but also drove the development of the VW Group's profit-generating high-end models such as the Bentley Continental GT and Porsche Cayenne.

The original Touareg was brought to market in 2002 as an ambitious, high-cost SUV designed to rival cars such as the BMW X5 and Mercedes GLE (or ML as it was badged at the time). The difference was that the Touareg had genuine off-road ability, with locking differentials and height-adjustable air-suspension.

Curiously, in the documentation alongside the Final Edition's release, VW said "production of the Touareg combustion engine model is due to end for UK customers in 2027", suggesting that while the SUV might be put to sleep as we know it, the moniker could be revived some time in the future with an EV powertrain.

EV grant for ID.4 and ID.5

TWO months after the Volkswagen ID.3 qualified for the Government's Electric Car Grant, its bigger siblings, the ID.4 and ID.5, have followed suit.

Both cars receive the base £1,500 grant, but this is still enough to bring their base price down to £35,495.

For this, the ID.4 (pictured) is available with the smaller 52kWh powertrain in Essential and Match trims, while the ID.5 with the same battery is in Match alone. Despite there being two different specs of ID.4, and the ID.5 previously costing more than its boxier sibling, all of these models were shifted down to the same £36,995, a sliver below the sub-£37,000 qualifying threshold.

Five car brands taken to court over emissions

JUST over a decade on from the start of the Dieselgate emissions scandal, car companies are once again taking the stand over claims regarding the use of so-called emissions test 'defeat devices'.

On October 13 at the High Court in London, representatives from Citroen/Peugeot, Ford, Mercedes-Benz, Nissan and Renault began their defence for a lawsuit in which prosecutors accuse them of manipulating official emissions tests by installing specialised devices in their cars.

All five manufacturers deny wrongdoing, while 220,000 car owners have accused them of being misleading and it's thought that the scandal could potentially involve as many as 1.6 million vehicles. The brands involved in this case are in addition to a further nine manufacturers who are under fire for similar claims.

A verdict is not expected until autumn 2026. It's also possible that things could be settled out of court; in 2022 VW decided to settle and ended up paying roughly £193 million in compensation to 91,000 British motorists.

In the meantime, YouGov polling suggests that roughly two-in-three people do not trust car makers to tell the truth about emissions or the environmental impacts of their vehicles, with 69 per cent saying it's unacceptable that cars potentially with defeat devices are still being driven on UK roads.

"220,000 OWNERS HAVE ACCUSED THE BRANDS OF BEING MISLEADING"

LINGLONG TIRE
DEVELOPED IN GERMANY.
MADE IN EUROPE.
PROVEN PERFORMANCE.
SPORT MASTER
AvD
GOOD
★★★★☆ 4.1
Linglong Sport Master 4S
9 all-season tyres tested
205/45 R17 88 W
08.2025 | avd.de/reifentest
AvD
BEST VALUE FOR MONEY
★★★★☆ 4.1
Linglong Sport Master 4S
9 all-season tyres tested
205/45 R17 88 W
08.2025 | avd.de/reifentest
SPORT MASTER 4S
ALL SEASON
CHELSEA FOOTBALL CLUB
LINGLONG TIRE
OFFICIAL TYRE PARTNER

Trusted by eight of the world's top ten car manufacturers for original equipment. In 2024, LINGLONG delivered the most original equipment tires for NEVs.

@linglong_europe

T-Cross (above) got the same Euro NCAP rating as budget Chinese hatch

T-Cross and Box both given three-star NCAP rating

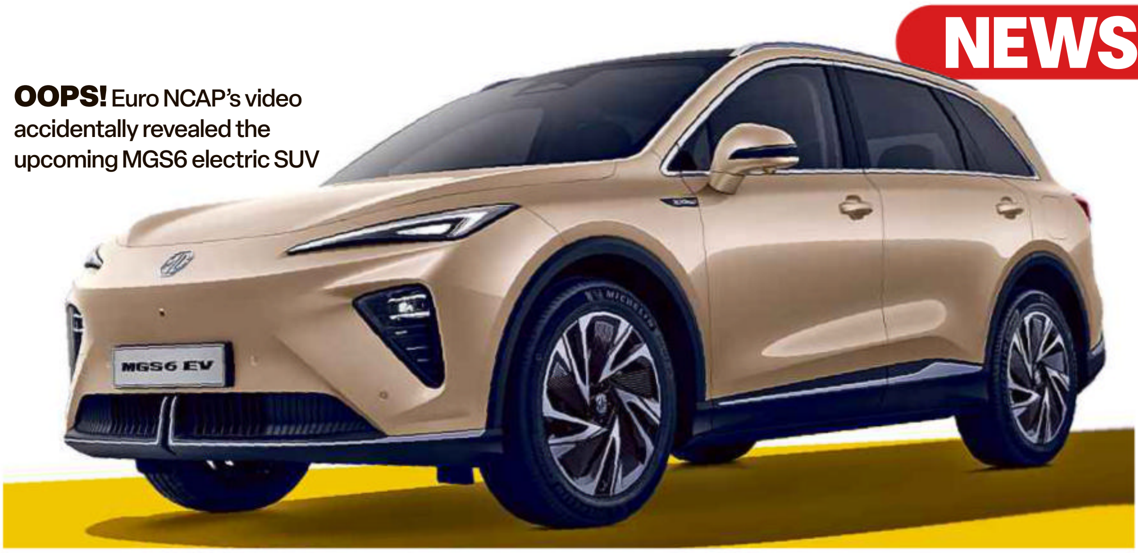
VOLKSWAGEN will likely be disappointed after the T-Cross received the same three-star rating as a cut-price Chinese electric hatch after undergoing Euro NCAP's tough safety tests for a second time.

The T-Cross was originally tested in 2019 and awarded the full five stars by the safety experts. But under the stricter 2025 tests, the SUV could only muster a three-star score, mostly due to its 57 per cent rating in the test's Safety Assist portion.

According to the test sheet, the VW's autonomous emergency braking system showed "marginal" performance. But the T-Cross earned decent ratings for adult and child passenger protection.

Also scoring three stars was the Dongfeng Box (below) – a budget Chinese hatchback. It scored better than the VW in the test's Safety Assist section, but didn't offer quite such solid passenger protection.

Euro NCAP said the Dongfeng "does not match the safety performance of other small EVs" it has tested and added: "It was a concern that the [Box's] spot welds were compromised during our tests and could be further compromised in higher-speed accidents. Such a failure must be addressed to match competitor vehicles."

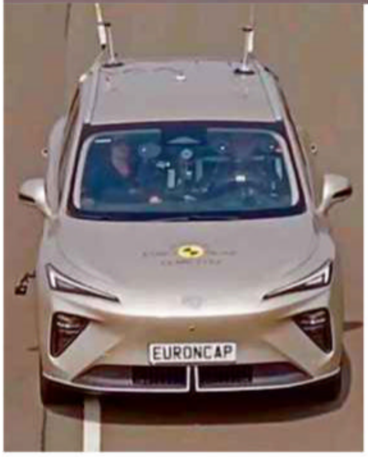


OOPS! Euro NCAP's video accidentally revealed the upcoming MGS6 electric SUV

MGS6 is out in open thanks to Euro NCAP

Richard Ingram

Richard.Ingram@autoexpress.co.uk



THE new MGS6 EV has been inadvertently revealed by Euro NCAP, even before its maker has had a chance to confirm the car itself. It means our first look at the new MG comes while it's being evaluated by the safety organisation, rather than via the glossy press pictures we'd usually publish when a new car is unveiled.

The positive for MG is that its latest model has received a full five-star Euro NCAP rating, as well as strong scores for adult and child-occupant protection. The S6 EV scored 92 per cent and 85 per cent respectively in the two categories, as well as 84 per cent for vulnerable road users, and 78 per cent in the safety assist test.

Taking overall design inspiration from the smaller MGS5 EV, the MGS6 is marked out by a tweaked headlight design and reprofiled bumpers. It also gets a visibly longer wheelbase and a boxier rear end, which should help make the larger model feel far bigger inside.

NCAP's crash test video provides a glimpse of the Chinese model's rear, which highlights significant design differences between the S5 and S6; the S6 has a much longer overhang and a slimmer, full-width lightbar, while the lower part of the bumper gets some chrome trim and an artificial rear diffuser.

We've not been able to get a proper look at the car's interior, but another screengrab from the video shows a familiar steering-wheel design and fully digital instrument cluster. The rest of the cabin remains under wraps, although we assume MG will choose to fit a large central display, similar to that seen in the smaller S5.

Auto Express approached MG UK for comment, with a spokesperson telling us that three variants of the car will be available to order from the end of November, but plans for a full unveiling remain hushed for now.

Pricing will also be revealed later, with the company saying buyers can expect MG "to maintain its reputation for highly competitive pricing and excellent overall value".

PAGE 50: The Chinese Power List

> **"THE POSITIVE FOR MG IS THAT ITS LATEST MODEL HAS RECEIVED A FULL FIVE-STAR EURO NCAP RATING"**

Is Britain's catalytic converter theft epidemic finally over?

Tom Jervis

Thomas.Jervis@autoexpress.co.uk

REPORT Cat thefts are down, but criminals are now targeting EV cables

EXCLUSIVE

THEFTS Criminals have turned away from catalytic converters in favour of the copper in EV charging cables

HOW CAT THEFTS HAVE FALLEN YEAR BY YEAR

Year	2019	2020	2021	2022	2023	2024
Total thefts across 30 forces	3008	5331	6909	5442	1991	150

CATALYTIC converter theft may soon be a thing of the past. Exclusive new Auto Express data has lifted the lid on its decline – raising the question as to why this might be the case, and what thieves are now opting to steal instead.

Following a Freedom of Information request to all 48 police constabularies across the UK, Auto Express can reveal that in 2024, the number of catalytic converter thefts fell by 98 per cent compared with 2021.

A prime example of how thefts have decreased is in South Yorkshire, which in 2021 recorded 850 incidents of theft registered under the term 'catalytic converter'. In 2024, only five crimes of this kind were recorded, representing a huge 99.4 per cent fall.

Other forces also saw significant drops in the thefts; the number registered by Humberside Police, for example, dipped by 84.4 per cent from 192 in 2021 to 30 in 2024.

Assistant Chief Constable of the National Police Chiefs Council (NPCC), Sarah Grahame, said: "Police forces across the country have been working with partner agencies over recent years to tackle the issue of catalytic converter thefts, and I am pleased that these efforts have resulted in a reduction."

She said that several preventative measures have been implemented by police, including the creation of a database to register and track stolen catalytic converters.

However, police efforts aren't the only factor behind the decline; the wholesale price of rhodium – one of the precious metals in catalytic converters – hit a 10-year high in 2021, but has slowly fallen since.

Nevertheless, the price of rhodium is still greater now than it was in the early part of 2020, and catalytic converter thefts continue to fall, indicating there has been a shift away from the crime.

> **"SOUTH YORKSHIRE RECORDED 850 SUCH THEFTS BACK IN 2021, BUT IN 2024, THERE WERE FIVE"**

So what are thieves now choosing to take instead? One target could be EV charger cables, because the number of incidents of cable cutting has exploded by 400 per cent in the past year, with criminals attempting to retrieve the valuable copper inside.

Charging firm InstaVolt has recently turned to hiring private security and even fitting GPS trackers to its cables in order to deter theft.

One of the main incentives behind this type of theft is the low conviction rate. Grahame pointed out: "Like other types of acquisitive crime, investigators can face difficulties in identifying suspects and obtaining evidence, which can make seeking prosecutions difficult."

Toyota set to wow with new 700bhp supercar

SUBBED
THE SOUL LIVES ON.

Toyota promotional material gives only the merest clue to the car's looks

TOYOTA will unveil its new V8-powered supercar on 4 December, it's been revealed.

The brand has released only a single official image of the car so far, showing one side of the front end. It reveals a slim LED headlight and a large lower intake. However, there's also a wider shot of the same car on signage at Fuji Speedway circuit in Japan.

Toyota revealed some audio of the engine before the 2026 Tokyo Mobility Show, which confirms the supercar will feature a V8 engine, probably turbocharged and possibly even hybrid assisted in the case of any road version.

Power and torque outputs are purely speculative at this stage, but it will have to have more than 700bhp to be competitive.

The car's proportions suggest that the engine sits in front of the driver, but behind the front axle, making it front-mid-engined. It's also likely that drive from the engine will be sent through a transaxle incorporating a limited-slip diff and auto gearbox.

The car's construction is also rumoured to be of carbon fibre.

AEX OFFICIAL

ELECTRIFIED Torres is the first KGM model to get a hybrid powertrain, and joins the petrol and pure-electric versions of the Korean SUV

New KGM Torres Hybrid SUV is cheaper than the petrol version

Steve Walker

Steve.Walker@autoexpress.co.uk

KGM has bolstered its Torres range with a new hybrid engine option. The powertrain, which is branded as a 'Dual-Tech Hybrid' system, has been developed in partnership with BYD and should broaden the appeal of the Torres in the competitive mid-size SUV class.

The Korean brand, formerly SsangYong, usually trades on the simple premise of offering a lot of car for the money, and this looks to be the case with the Torres Hybrid. Prices start at £35,995 in upmarket K40 trim, undercutting the base petrol Torres in lesser K30 specification by £800.

The Hybrid pairs a 1.5-litre turbo engine with two electric motors and a six-speed e-DHT automatic transmission. Total power for the system is rated at 175bhp, and torque is 300Nm. It's enough to get the 4.7-metre, 1,670kg Torres from 0-62mph in nine seconds, before maxing out at 112mph. The car can tow up to 1,300kg.

KGM claims that the Torres Hybrid can do 95 per cent of city driving on electric power and all-electric driving is still possible at speeds of up to 62mph, supported by a three-level regenerative braking system to recharge the battery. Official WLTP fuel economy is rated at 46.1mpg, which doesn't look particularly special in a world where the Nissan's Qashqai e-Power records 62mpg. We'll have to wait to see how the Torres performs on our real-world tests.

This is the first hybrid system offered by KGM and it has nine different driving settings that adjust the powertrain for different scenarios. These various set-ups include an EV mode that will stick with electric power for as long as possible.

The new Hybrid joins the standard petrol versions of the Torres, as well as the all-electric Torres EVX, in what is now a comprehensive line-up.

> **"KGM CLAIMS THAT THE TORRES HYBRID CAN DO 95 PER CENT OF CITY DRIVING ON ELECTRIC POWER"**

Safety regs force Jeep Wrangler out of Europe

IT'S the end of the line for the fourth-generation Jeep Wrangler, Auto Express can confirm. The brand will stop taking orders for its famous 4x4 by the end of this year, and the final cars will be delivered to customers within the first half of 2026.

Jeep's head of product planning in Europe, Marco Montepeloso, said: "There are several regulations that are affecting the compatibility of Wrangler with the European region, like the safety regulation that's coming in mid-2026 that needs some additional features that will be hard to implement in it."

Unsurprisingly, emissions also played a role in the Wrangler's demise. The turbocharged 2.0-litre four-cylinder petrol engine that every UK model uses pumps out up to 269g/km of CO2. That's almost as much as the Range Rover Sport SV.

When the Wrangler might return remains unclear, so in the meantime, the upcoming new Jeep Recon EV will serve as the brand's most hardcore off-roader here. It's due to be revealed in full later this year.

New Jeep Compass driven p18

Quirky FT-Me concept gets Government support to develop production car

FT-Me concept is the basis for Toyota's study

WHILE one side of Toyota's R&D team is busy preparing a 700bhp supercar (p16), the firm's UK outfit has confirmed newly announced government funding will accelerate the "feasibility study for a lightweight battery-electric vehicle" led by Toyota Manufacturing UK in Derby.

The study will bring together a consortium of partners including ELM Mobility Ltd – a designer and producer of purpose-built, last-mile urban delivery vehicles. Savcor will help with the design and integration of the car's solar roof, while the University of Derby will provide expertise in user behaviour and the viability of the sun's energy as a power source.

Toyota hopes the result will be a showroom-ready alternative to the Citroen Ami – a short-range, urban-focused, two-seat quadricycle based on this year's 2.5-metre-long FT-Me concept.

The study will be undertaken at Toyota's Burnaston facility, with outcomes tested at the University of Derby. The study will also look at using recycled materials, plus economies of scale using parts common to ELM's delivery vehicle.

AUTO EXPRESS

FIRST FOR DRIVES

22 LEAPMOTOR B10
Why EV should worry SUV rivals

24 GENESIS GV60
Revised premium EV put to test

30 CITROEN C3 AIRCROSS
Big space at a bargain price

> **"A lot of time and effort has gone into ensuring the new Compass is capable of getting down and dirty"**

Jeep Com

Ellis Hyde

Ellis.Hyde@autoexpressco.uk

FIRST DRIVE The Avenger has been a s
so it's upscaled the formula for its third-

THREE years ago, the Jeep Avenger burst on to the scene like Kevin Hart – small, fun, energetic and versatile. The baby SUV may be the antithesis of the unstoppable four-wheel-drive Wrangler that the brand is famous for, but clearly that's what people wanted. More than 200,000 have been sold so far, mostly in Europe.

With Jeep's UK sales now triple what they were before the Avenger's arrival, the decision to super-size the winning formula to create the new third-generation Jeep Compass was a no-brainer.

It uses the same STLA Medium platform as the latest Peugeot 3008 and Vauxhall Grandland, and eventually it'll be available with the same selection of hybrid, plug-in hybrid and pure-electric powertrains.

This being a Jeep, a lot of time and effort has gone into ensuring the new Compass is capable of getting down and dirty. Very short front and rear overhangs create the best approach, departure and break-over angles of any SUV on this platform. It also has more than 200mm of ground clearance and a maximum wading depth of 470mm.

It's what people expect from a Jeep and will give them confidence when a festival car park turns into a total quagmire. As will the dedicated 'Selec-Terrain' modes for Snow and Sand/Mud, which alter the power delivery and traction control.

Key Jeep styling traits are present, including the squared-off wheelarches and the iconic seven-slot grille design. It's blanked-off, like the Avenger's, but on certain models each segment is illuminated. The front camera is located on the grille, too.

The new Compass represents a huge step forward in interior design, quality and technology over the

Jeep
A-486SN

ON THE ROAD
EV version accelerates more smoothly than hybrid, but the ride feels a little lumpy

pass

sales hit for American brand, -generation Compass SUV

previous generation. Every model features a 10-inch instrument panel with clear, simple graphics, and a whopping 16-inch touchscreen. Jeep's latest infotainment system offers lots of functionality, with three customisable widgets on the homepage, plus climate controls permanently displayed on either side, including if you connect to Apple CarPlay or Android Auto (both wireless).

We found menus don't always load instantly, and you have to be quite precise about how you press or swipe on the homescreen to ensure you interact with the right widget block. Luckily there is a row of shortcut buttons below the display, including one for the ADAS menu that will switch off selected safety systems if you press for long enough.

We like that the squared-off steering wheel has chunky buttons as well, while the tall centre console gets a big red toggle switch for the drive modes and a rotary gear selector that's well damped, and satisfying to use. The leather on the dashboard is a nice touch, and everything feels sturdy, but there is still a lot of plastic in there.

On one hand, the plastics, thick rubber floor mats and fabric seat upholstery suit this car's persona, plus there are some Jeep 'easter eggs' dotted around. But we understand buyers may want a mid-size SUV that looks and feels more high-quality. If that's you, the Hyundai Tucson, Nissan Qashqai and Volkswagen Tiguan immediately spring to mind.

There were also a few electrical gremlins in the two models we tested. It took several minutes for the head-up display in one to wake up, for example, and the sunroof in the second refused to do anything. Fortunately it was closed.

In terms of space, the Compass offers plenty of storage for the detritus that family life generates, with a total of 34 litres of trays and cubbies. The back seats have more than enough legroom for six-feet-tall adults, as well as adequate headroom – a benefit of the car's boxy shape. We think you could just about squeeze three people onto the rear seats, or if you have small children there are two sets of Isofix mounting points on the outer seats that are covered by zips.

The Compass offers 550 litres of boot space, which puts it in the middle of the mid-size SUV pack. The Qashqai has up to 504 litres, for instance,

ESSENTIALS

Jeep Compass e-Hybrid First Edition

Price: £35,700 **On sale:** Now
Powertrain: 1.2-litre 3cyl petrol hybrid
Power/torque: 142bhp/230Nm
Transmission: Six-speed automatic, front-wheel drive
0-62/top speed: 10.3 seconds/117mph
Economy/CO$_2$: 47.9mpg/133g/km
Size (L/W/H): 4,552/1,928/1,675mm

Apple CarPlay

EQUIPMENT

Standard kit on all models includes two big digital displays – including the 16-inch touchscreen – wireless phone connectivity and keyless entry

while the Kia Sportage has a 591-litre load area. At least there's space under the boot floor in the EV for the charging cables.

There will only be one all-wheel-drive version of the new Compass, which isn't arriving until next year and will be a dual-motor EV. The Vauxhall Grandland is already available with a similar set-up, but the Jeep gets a unique e-motor for the rear axle that supposedly can deliver up to 3,100Nm of torque at the wheels – the perfect amount, we've been told, for the car to conquer a 20-degree slope with absolutely no traction on the front wheels.

As well as additional grip, the all-wheel-drive Compass 4xe will deliver a combined 370bhp and even greater off-road ability, thanks to an extra 10mm of ground clearance.

That's still to come, as is the e-Hybrid Plug-In version that will pair a 1.6-litre four-cylinder petrol engine with a 17.9kWh battery and a single electric motor for more than 50 miles of pure-electric driving range. There's also going to be a long-range version of the Compass Electric, with a substantial 97kWh battery and up to 403 miles of range.

For now, the Compass is available with a 1.2-litre three-cylinder turbocharged petrol engine and a six-speed dual-clutch automatic transmission that has a 21bhp electric motor built-in. There's also the EV version with a single 210bhp e-motor and 73kWh battery providing up to 310 miles of range. We tried both on the outskirts of Milan.

In the hybrid, when you're not driving on the e-motor (you can tell because the speedo turns blue), the three-cylinder engine hums away in the background. Floor the throttle, and there's a slight delay until the gearbox finally kicks down, then the engine emits a rather gruff drone as you very

PRACTICALITY
High roofline means headroom is good, while six-foot-tall passengers will be comfortable. A boot capacity of 550 litres (below) is average for the class, and there is storage underneath for the pure-electric model's charging cables

steadily gain speed. If you need to accelerate hard – when joining a motorway, for example – we'd suggest using the paddles behind the steering wheel to force the gearbox into action.

The Compass Electric provides smoother acceleration and a generally more refined driving experience, helped by its one-pedal driving capability. We did notice some whine from the EV's motor though, and a fair amount of road noise coming into the cabin in both versions.

Visibility is decent and the driving position is suitably high. The big, heavily sculpted bonnet not only makes you feel like you're driving a much larger 4x4, the squared edges also help with placing the car on the road, particularly in town.

While the suspension does a decent job of absorbing the impacts from road imperfections, the ride feels slightly lumpy, and the car bounces when you drive over potholes and the like. It rolls through corners too, but that's hardly surprising.

From November, Jeep will offer the Compass in entry-level Altitude trim, with prices starting from £34,520 for the hybrid and £38,200 for the EV. However, at the time of writing, only First Edition specification is available, commanding a premium of around £1,000 over the proposed entry-level trim.

AEX VERDICT ★★★★☆

THE new Jeep Compass capitalises on the Avenger's enormous success by offering a similar combination of ruggedly handsome looks, an interior built to last, good on-board tech and a selection of powertrains that should suit every customer in its class. It's not as fun to chuck around as its sibling, or the plushest mid-size SUV around, but it's perfectly practical and plays on Jeep's off-road heritage.

Alastair Crooks

Alastair.Crooks@autoexpress.co.uk

IT'S been 12 months since we first drove Leapmotor's T03 city car and C10 SUV, but now it's time for possibly the most important model the brand will launch in the UK: the B10.

Clearly aligned with the C10 more than the dinky T03, the B10 sits somewhere in between the hugely competitive B and C-segment SUV markets – rivalling the likes of the Ford Puma Gen-E, Kia EV3 and MGS5 EV. It also has to compete with fellow Stellantis group products including the Peugeot E-2008 and Vauxhall Mokka Electric.

Leapmotor is keeping things very simple with the B10 in the UK; there's just one 67.1kWh battery and a high-spec trim level. That gives the car a range of 270 miles, much more than you get in the Ford Puma Gen-E (234 miles) and even more than the Mokka Electric and E-2008, which do 248 and 250 miles respectively. The MGS5 EV Long Range can do 298 miles on a charge, however.

During our test drive, which included plenty of motorways, country roads and city driving, the B10 returned efficiency of 4.1 miles per kWh, which equates to 279 miles of range. A heat pump is standard on the B10, so we'd expect it to get near to its claimed range in the winter, too. Charging speeds stand at a decent 168kW, enabling a 30 to 80 per cent top-up in a competitive 20 minutes.

The rear-mounted motor provides 215bhp and 240Nm of torque, resulting in a 0-62mph time of eight seconds and a top speed of 106mph, although the B10 actually felt a little faster than this.

It weighs 1,845kg, and isn't a car you'd call fun, but body roll wasn't too severe in tight corners, while the low-slung battery certainly helped to keep it stable.

We were less enamoured by the steering, which felt incredibly light around town and suited the tight 10.7-metre turning circle, but lacked feedback.

The three driving modes of 'Comfort', 'Standard' and 'Sport' tweak the steering weight and throttle response to a small degree, and the same can be said of the brake-regeneration levels. Even in the maximum 'Strong' setting, it's still nowhere near a one-pedal experience, though.

The ride quality is generally very good. The fixed dampers are set up to prioritise comfort, which is a welcome decision. Low-speed obstacles such as drain covers and speed bumps are dealt with easily, although the B10 has an odd tendency to jiggle in the immediate aftermath. At motorway speeds the ride settles but wind noise ramps up, especially around the door mirrors.

The B10 is a big car for the segment it's targeting – larger in every dimension than the Puma Gen-E or MGS5 EV. Having a wheelbase of 2,735mm (just 90mm shorter than the C10) means the B10 feels almost as spacious inside as its bigger brother, too. Tall passengers won't feel remotely cramped in the rear, helped by the flat floor. The 430-litre boot is no more than average for the class, though.

> **"During our drive, the B10 returned efficiency of 4.1mi/kWh, which equates to a range of 279 miles"**

What isn't average is the B10's kit list. Design trim includes a heated steering wheel, heated and ventilated front seats, a wireless smartphone charger and automatic air-conditioning, plus the ability to charge appliances from the battery.

On the dash there's a 14.6-inch touchscreen and an 8.8-inch driver's display. The main screen offers lightning-quick responses to inputs and crisp resolution. However, the menu set-up can feel a bit overwhelming and there's an over-reliance on the screen for almost every function; you can count the physical switches inside the B10 on one hand.

The SUV has yet to be tested by Euro NCAP, but it should get good scores for safety technology because there's adaptive cruise, lane-centring control and hands-off detection.

Yet the implementation of these systems wasn't great in our experience. The lane centring was too aggressive, the drowsiness warning went off seemingly at random, and opening the door caused that side's indicator to start. Turning off safety aids is a laborious task, completed via the touchscreen, and you have to do it every time you start the car.

Interior quality is largely decent, however. It all felt well enough screwed together, if a little unimaginative. The hard plastic passenger grab handles are a bit odd, and we're not sure about the longevity of the flip-down cup-holders.

Where the B10 impresses, seemingly like every other Leapmotor, is price. With Leapmotor's self-imposed 'Leap-Grant' of £1,500 to counter its lack of eligibility for the Government Electric Car Grant, it starts at £29,995. That's sensational value.

Leap

FIRST DRIVE We get behind the

LEAPMOTOR
B10
HA·314SM

ONE THE ROAD
B10 has comparatively soft suspension, which means it's comfortable, but isn't at all fun

ESSENTIALS

Leapmotor B10 Design

Price: £31,495 **On sale:** Now
Powertrain: 67.1kWh battery, 1x e-motor
Power/torque: 215bhp/240Nm
Transmission: Single-speed automatic, rear-wheel drive
0-62/top speed: 8.0 seconds/106mph
Range: 270 miles
Max charging: 168kW (30-80% in 20min)
Size (L/W/H): 4,515/1,885/1,655mm

motor B10

e wheel of an all-new electric car that should have big players in the compact SUV market worried

INTERIOR
There's plenty of space inside the Leapmotor, although the boot is merely average. Dash is dominated by a touchscreen that controls most functions

VERDICT ★★★★☆

IMPRESSIVE efficiency and range combined with a spacious interior make the Leapmotor B10 a solid contender. A huge kit list makes it even more attractive, and that's before you get to its bargain price. There's a lot to like, and we'd say it's Leapmotor's most convincing offering yet, even if nannying safety tech and a mediocre drive let it down slightly.

Genesis GV60

FIRST DRIVE Revised South Korean coupé-SUV is more than a match for its premium European competitors

Richard Ingram

Richard.Ingram@autoexpress.co.uk

IF you ever travel to Korea, as I did earlier this month, you'll notice that along with all the Hyundai and Kia models, there are lots of Genesis cars lining the city streets. The locals are a patriotic bunch, but the premium brand's appeal in the western world has so far struggled to gain traction.

On face value, it's not hard to see why. The Brits, in particular, are fierce badge snobs; swapping an Audi, BMW or Mercedes for a little-known upmarket brand, no matter how polished, is a tough sell.

But now that the company has been around for a few years, it's time for a host of product refreshes. Genesis began with a lightly tweaked GV70, followed quickly by the much-improved and elongated G80 Electrified. But now's the time for the brand's only ground-up EV: the swoopy GV60 SUV.

Leading the changes for this Audi Q4 e-tron alternative is a cleaner, more modern look, with extra body-coloured trim, reprofiled bumpers and sills, plus new Micro Lens Array headlights. There are some new wheel designs, too.

Inside, the big news is the 27-inch panoramic OLED screen that stretches from behind the new 'D-shaped' steering wheel right across the dash in a single, unbroken display. It not only looks great, but also offers excellent functionality and easy-to-decipher menus, each hidden behind clearly labelled tiles. The instrument cluster is customisable and is complemented by a helpful head-up display.

Genesis seems to be one of the few brands not scared to still fit physical buttons for key controls. You get a row of piano-style shortcuts below a small screen for the climate functions, but proper rocker switches for the temperature adjustment. There's a big dial on the centre console for the infotainment display, while the 'Crystal Sphere' revolving gear selector has been carried over from the old car.

Elsewhere, there are fresh upholstery designs and colours, plus a new wireless phone charger and digital rear-view mirror. We don't usually like these, but given that the rear window is split in two by the rear spoiler, we found it useful. Our only niggle is that it makes it feel like trailing traffic is bearing down on you, when in reality it's further away than it appears.

Quality, on the whole, is very good. If you look closely, the stitching on the doors and dash isn't as straight as it could be, but the general fit and finish is easily a match for Europe's premium marques – and arguably surpasses them in some areas.

There are a number of changes under the skin. The upgraded 'fourth-generation' battery sees capacity increase to 84kWh (80kWh usable), which in our Pure test model brings a 27-mile boost to its WLTP range. We averaged about 3.8mi/kWh, which should see a real-world return of more than 300 miles.

Being based on Hyundai's 800-volt electrical architecture – shared with the Ioniq 5 and Kia EV6

PRACTICALITY The 432-litre boot is a fair size and the rear seats fold nearly flat if you need extra luggage room. There's also a 'frunk' in the nose for storing charging cables

> "The Genesis GV60 has a strong chassis that resists roll, plus sharp steering and decent grip"

INTERIOR Electric front seats and a heated steering wheel are standard; coupé-SUV styling means there isn't as much rear space as in an SUV, but we didn't find headroom too much of an issue

ESSENTIALS

Genesis GV60 Pure

Price: £54,115 **On sale:** Now
Powertrain: 84kWh battery, 1x e-motor
Power/torque: 226bhp/350Nm
Transmission: Single-speed automatic, rear-wheel drive
0-62/top speed: 7.8 seconds/115mph
Range: 348 miles
Max. charging: 240kW (10-80% in 18min)
Size (L/W/H): 4,545/1,890/1,580mm

– the GV60 can charge at up to 240kW. A 10 to 80 per cent top-up is still possible in 18 minutes, despite the increased battery capacity and usable range.

The revised GV60 doesn't feel all that different to drive than the car it replaces. It's particularly refined for a model in its class – especially on the Pure's 19-inch wheels – which, along with a relatively plush ride, a long range and fast charging, makes it a worthy motorway companion. It's stable at 70mph, with just enough power to make light work of overtakes.

If you need more power, you can step up to the dual-motor Sport model, which gets a near-100bhp boost to 314bhp, with torque swelling to 605Nm. We've not tried the Sport yet, but given the £4,400 premium, it could represent a sweet spot between the base car and the flagship Performance variant.

Even in its lowest trim and motor spec, the GV60 has a strong chassis that resists roll, plus sharp steering and decent grip. The traction control can hamper proceedings; we experienced a total loss of power pulling away from a gravel driveway onto a main road. Lifting off and reapplying the power overcame the issue. But we found the new Smart Regenerative Braking 3.0 system worked very well.

VERDICT ★★★★☆

THERE is really very little reason not to consider the Genesis GV60 alongside premium rivals such as the Audi Q4 e-tron and Volvo EC40. This mid-cycle update gives it a cleaner look, a gorgeous, user-friendly infotainment package, and even a smidge more range. It's competitively priced, and that 800-volt electrical architecture ensures it trumps every main rival for ultra-rapid charge times, too.

Citroen e-C3 Airc

FIRST UK DRIVE New C3 Aircross majors on things buyers really want, and is set to be a hit

ON THE ROAD
Relaxation is the name of the game – C3 Aircross is pretty slow, but comfortable on a longer journey

DETAILS
Dash is simple to understand at a glance, and there's good space for five plus luggage in the EV model, despite the higher floor needed to accommodate the battery

ross

Alex Ingram

Alex.Ingram@autoexpress.co.uk

CITROEN has taken a very different stance with this second-generation C3 Aircross. It's quite a brave choice, because, frankly, we thought the old model was rather good.

The new car is bigger, more practical and more varied under the bonnet, and it's an approach that seems to be working, because Citroen has already taken 3,000 pre-orders for the car.

It's only a couple of centimetres shorter than a Nissan Qashqai, but unlike the Qashqai, the C3 Aircross is available with seven seats. Yet there's a caveat – to get the third row, you'll need to choose from one of the petrol or hybrid engines available; the fully electric e-C3 Aircross is five-seat only.

Space has always been an Aircross signature, and here it's no different. Up front, that's aided by a dashboard design that's largely shared with its smaller C3 sibling; the two-layer fascia places climate controls (physical switches, thankfully!) beneath the central air vents, with all of the technology sitting above.

Moving further back, there's good space to stretch out, and there's still plenty of boot capacity; Citroen quotes a generous 460 litres. The seats fold almost flat, and sit level with the boot floor.

Wherever you find yourself in the cabin, those seats are very supportive. Citroen's Advanced Comfort design features a memory-foam layer on top of the standard seat cushions, providing a sumptuously soft feel that's great on long journeys. The EV model does enforce a slight compromise in practicality, however, because the floor has been raised slightly to accommodate the battery pack. This restricts foot space under the front seats.

Power and performance aren't high on the agenda. Under the skin, it shares its single motor with the e-C3 supermini, which produces a modest 111bhp and 125Nm of torque.

Moving off from a standstill is very smooth and serene, but there's not the urgency that you'll find with most other electric cars. That's reflected in the 0-62mph time of 11.7 seconds for the 44kWh Standard Range model we're driving here. The Extended Range, which weighs more due to its larger 54kWh battery, takes a leisurely 13 seconds to cover the same benchmark.

It's not a car to be rushed, then. The suspension follows the same ethos, prioritising comfort. The Aircross is very adept at absorbing bumps, but the ride isn't immaculate; on broken surfaces, there's a jittery feel that takes the shine off just a touch.

Much like the performance, the handling is a secondary thought. The steering is very light, which makes it easy to drive at low speeds, but it's a bit harder to read what's going on at the front axle.

Officially, the 44kWh model we drove is capable of 188 miles between charges. On our test route, which covered a wide spread of driving – but no motorway runs – we averaged 3.5 miles/kWh, suggesting a real-world range of 154 miles.

Temperatures were at roughly 15 degrees Celsius during our test, so expect that range to improve in the height of summer, but drop even more once temperatures fall closer to zero. The Extended Range model's extra 10kWh of energy results in the WLTP range increasing to 249 miles, so it will be the one to have for people who plan on taking longer trips more regularly. Both models charge at 100kW, which is respectable for this class of car.

There are two trims: Plus and Max, but the entry-level car has most of the kit buyers need. LED headlights, rear parking sensors with a reversing camera, lane-departure warning plus wireless Apple CarPlay and Android Auto are all standard.

In Plus trim, the Standard Range model starts from £23,095 and the Extended Range £24,995, with Max models adding £2,000 to each. However, all of these currently benefit from the Government's EV grant, knocking £1,500 off.

ESSENTIALS

Citroen e-C3 Aircross Standard Range MAX

Price: £25,095 **On sale:** Now

Powertrain: 44kWh battery, 1x e-motor

Power/torque: 111bhp/125Nm

Transmission: Single-speed automatic, front-wheel drive

0-62/top speed: 11.7 seconds/89mph

Range: 188 miles

Max charging: 100kW (20-80% in 26min)

Size (L/W/H): 4,395/1,850/1,660mm

ON THE ROAD

Steering very light and a bit remote, but it certainly makes parking manoeuvres easy

VERDICT ★★★★½

THE new e-C3 Aircross is by no means perfect. Performance is leisurely, and the overall range will only be adequate for some. However, one look at the price makes these gripes easier to forgive. It's also big enough to tempt you away from larger C-segment SUV EVs. With decent kit and a mostly smooth ride, its appeal only increases.

WHO IS GEELY?

THE GLOBAL AUTOMOTIVE POWERHOUSE YOU'VE NEVER HEARD OF (UNTIL NOW)

DYNAMIC. ICONIC. ELECTRIC. REDEFINE YOUR JOURNEY WITH THE GEELY EX5

The landscape of global automotive power is shifting, and at its very heart is a name that is defining the next era of mobility. That name is Geely.

After decades of building a formidable foundation, Geely is now taking its place on the world stage as a global giant. In just over a quarter of a century, this Fortune Global 500 company has achieved what many legacy manufacturers can only dream of: establishing itself as a leader in innovation, design and engineering excellence. It's a company built on a single, powerful vision: to provide a better, more sustainable way to move around.

But Geely's story is more than just numbers; it's told in a family of brands that you already know and trust. The company that has secured the legacy of Volvo, powered the growth of Polestar, and transformed the iconic London black cab for an all-electric future has now arrived on its own terms - bringing a guarantee of engineering excellence.

It's a philosophy that goes beyond manufacturing cars; providing a complete ecosystem for the transport solutions of tomorrow. This forward-looking ethos drives success through strategic investments in technology and partnerships, building an integrated network of brands and services that are now helping to deliver a cleaner environment for us all.

At the core of this strategy is Geely's unyielding commitment to electrification and intelligent systems. With innovative brands like Zeekr already redefining what a premium electric vehicle can be, it's setting new benchmarks for performance and user experience.

Plus, its commercial vehicle division, Farizon, is leading the charge in clean logistics with more sustainable and efficient global supply chain management. These dedicated enterprises are a testament to Geely's leadership in a fast-moving industry, and its determination to deliver for a better, more responsible world.

Such holistic expertise is more than a business success story; it delivers tangible value for customers. The company's network of R&D and design centres includes hubs throughout the UK, and this local presence guarantees that every vehicle is meticulously developed with the modern driver in mind. From achieving the perfect chassis setup for winding country roads to the seamless technology required for navigating a congested city, every detail is engineered for your lifestyle.

Unrelenting focus on customer experience is what truly sets Geely apart. The company is committed to building robust retail, service and aftersales networks across the UK, ensuring that your car purchase is just the start of a long and trusted relationship. Geely's investment in aftercare and support is a powerful vote of confidence in its own products, and a promise of reliability and peace of mind for every customer.

This vision, aligned with such engineering and technical prowess has culminated in a dynamic SUV that is the perfect embodiment of the company's brand values: the Geely EX5.

Its striking exterior styling, a recipient of the prestigious Red Dot Award, is a clear statement of its world-class design and craftsmanship, while inside, the vehicle offers a premium level of fit and finish as standard - underlining Geely's commitment to delivering superior value.

A powerful, electric drive system provides smooth, refined performance, while a practical range and rapid charging ability offer the freedom to take on any journey.

The Geely EX5 is a definitive showcase of the company's pioneering spirit, marking its arrival on the UK stage with a product ready to lead the way. You've seen the power and ambition of the brand. Now, experience the future with the Geely EX5.

The journey starts here: configure your Geely EX5 today.

GEELY
SAY HI TO THE
GEELY EX5

> “MID-LIFE CAR UPDATES CAN TAKE MANY FORMS. SOME MAKERS SPRINKLE A LITTLE DESIGN MAGIC INSIDE AND OUT TO FRESHEN UP A CAR, WHILE OTHER BRANDS DECIDE TO LEAVE THE UPDATES TO THEIR ENGINEERS ”

KY25 DCE
OV75 EHB

The Kia Sportage, Nissan Qashqai and Volkswagen Tiguan are among the best-selling cars in the UK. Which deserves its popularity the most?

SUV SUP

Pete Gibson

ESSENTIALS

Kia Sportage
Price: £36,925
Powertrain: 4cyl/1,598cc hybrid, 235bhp
0-62mph: 7.9 seconds
Test efficiency: 43.8mpg
Range: 501 miles
Annual VED: £195

Nissan Qashqai
Price: £37,330
Powertrain: 3cyl/1,598cc, 201bhp
0-62mph: 7.6 seconds
Test efficiency: 52.5mpg
Range: 774 miles
Annual VED: £195

Volkswagen Tiguan
Price: £39,230
Powertrain: 4cyl/1,498cc, 148bhp
0-62mph: 9.1 seconds
Test efficiency: 39.5mpg
Range: 478 miles
Annual VED: £195

REMACY

KIA vs NISSAN vs

Top-10 British sales hits slug it out in our family SUV triple test

MID-life car updates can take many forms. Some makers like to go after buyers' hearts; sprinkling a little design magic inside and out to make an already appealing car just that little more fresh and modern.

A second approach is much rarer. From the outside, the car might look the same, but the brand instead decides to leave the updates to its engineers; tweaking an engine here, or revising the suspension set-up there.

Two of the biggest names in the current UK new-car landscape have taken these differing approaches for 2025. The Kia Sportage is the UK's second best-selling car, behind the Ford Puma, and held top spot in September. It has recently been given a hefty cosmetic makeover.

The Nissan Qashqai was facelifted in 2024, but for this year, the country's third best-selling car has a new hybrid powertrain that its manufacturer claims makes it the most efficient of its type in this segment.

To give these sales titans additional context, we've also brought along another of the UK's most popular cars. The Volkswagen Tiguan, all new last year, currently sits ninth in the best-sellers list – and with its space, powertrains and badge appeal, it isn't hard to see why.

CONTENDERS

Kia Sportage

THE fifth generation of Kia's family SUV isn't just a huge hit with UK buyers – the Sportage is the brand's most popular car in Europe, and globally too. Plenty would say that if it ain't broke, don't fix it, but that hasn't stopped Kia from freshening things up, courtesy of a subtly revised look inside and out, plus a tweaked trim structure, aiming to keep the Sportage challenging at the top of the sales charts. The model we're testing here is the mid-spec GT-Line trim with a hybrid powertrain – it costs £36,925.

HEAD TO HEAD

ON THE ROAD

LITTLE separates these three in terms of ride and handling. The Nissan's ride is narrowly the best, but all are relaxing, while keeping composure in corners. The Qashqai's powertrain also sets it apart; it has the smoothness, responsiveness and very nearly the refinement of a full EV. The Kia's electrical power is strong, but the gearbox can be clunky. The Tiguan's mild-hybrid tech feels a step down from the others.

TECH HIGHLIGHTS

WHETHER under the bonnet or from the driver's seat, the Qashqai feels the most hi-tech car here. Its hybrid powertrain is much more advanced than the Sportage or Tiguan's set-up, with electrical power playing a much greater part than in either rival. Nissan's Google-based infotainment is slick, loads quickly and looks great; VW's, displayed on a huge screen, is second. Kia's clunky set-up lags behind.

PRICE AND RUNNING

THE Qashqai's e-Power system is the most efficient powertrain here. We averaged 52.5mpg on test, comfortably beating the Sportage (43.8mpg) and the Tiguan (39.5mpg). Not only is the VW set-up the thirstiest in the real world, it's also quite expensive to buy – especially if you dive into the list of options. Show some restraint with those extras, however, and it's the car that's most resistant to depreciation of this trio.

VOLKSWAGEN

Nissan Qashqai

NISSAN can claim to have invented the family SUV segment with the Qashqai, and it's a formula that it has continued to refine in the almost 20 years since. In 2025, the third-generation car's improvements focus on technical upgrades, with an overhaul of the e-Power hybrid technology aiming to boost performance, efficiency and refinement. The new system costs almost exactly the same as the outgoing set-up; it starts from £34,860, while our range-topping Tekna+ test car costs £43,210.

Volkswagen Tiguan

WE'RE testing the Volkswagen Tiguan in range-topping R-Line trim, and unlike its rivals here, it has a mild-hybrid powertrain, so there's less electrical assistance to work with the petrol engine. It's priced from £42,135 on the road, but the car in these pictures featured an additional £9,070 of optional extras, including the Comfort Pack (£1,170), a panoramic sunroof (£1,415) and an electrically folding towbar with Trailer Assist (£1,125). Those features, and others, take the total price to £51,205.

> "THE KIA SPORTAGE IS THE UK'S SECOND BEST-SELLING CAR, BEHIND ONLY THE FORD PUMA, AND HELD TOP SPOT IN SEPTEMBER. IT HAS RECENTLY BEEN GIVEN A HEFTY COSMETIC MAKEOVER"

PRACTICALITY

WHEN it comes to interior space, the Tiguan is the one to have of this trio. Its cabin measurements are nearly identical to the Sportage's, but its real advantage comes with its vast 652-litre boot. The Kia's load bay is still impressive, at 587 litres, and it has the lowest load lip here, while rear passengers get reclining seat backs. The Qashqai's 479-litre boot is still generous, but is the smallest of the three.

SAFETY

ALL three cars bagged a five-star rating from Euro NCAP when they were assessed, but the VW achieved that score against higher standards, given NCAP's ever more stringent test procedures. Self-steering tech that can ease the strain of longer journeys is standard on all Sportage trims, while it's a £1,000 extra on the Volkswagen. For the Nissan, it's standard on all but the entry-level Acenta Premium.

OWNERSHIP

IN our 2025 Driver Power customer satisfaction survey, Nissan finished 15th out of 31 manufacturers, beating both Kia (18th) and VW (27th). As ever, Kia presents the lure of a seven-year, 100,000-mile warranty, though – the other two cars only get three years' cover. The Qashqai is the only model here to get three years' breakdown cover; the other two come with a 12-month package.

KIA can seemingly do no wrong with the Sportage. The model flies out of the showrooms at very nearly the same rate as the Ford Puma, despite that car being both much smaller and costing less to buy.

Still, Kia clearly sees room for improvement, because the range gets a new look for 2025, with a face that's inspired by the likes of its EV9 electric SUV. The brand has introduced a new lighting signature at the front, which makes the car look wider and more imposing, while new wheel designs, measuring between 17 and 19 inches, freshen up the profile.

None of these changes have really altered the fundamentals, however, and that's a good thing, because the Sportage is a really solid all-rounder that is spacious, well equipped and offers strong value for money. The powertrains aren't quite up with the very best in the class, but otherwise it's a great package.

ENGINES & PERFORMANCE 4.1/5★

KIA offers a choice of electrified powertrains; mild-hybrids sit at the bottom and full hybrids are positioned above them, with plug-in hybrids due to join the range at a later date.

All versions use a 1.6-litre turbocharged four-cylinder petrol engine. The entry-level mild-hybrid version produces 147bhp and is paired with either a six-speed manual gearbox or a seven-speed dual-clutch auto.

Despite the slight electrical assistance, the petrol engine needs to be worked hard, and accelerating causes it to emit a gruff, almost diesel-like tone. Overtaking can be quite a steady and noisy process, with a second or two's delay before the car starts to steadily gain speed, despite a significant increase in engine volume.

Hybrid versions still make a gruff noise, but the electric motor is fairly strong, so that unpleasantness doesn't crop up so often. In total, there's 235bhp and 265Nm of torque on offer, so it feels really quite lively for this class.

The generous oomph from the electric motor is immediately obvious because the Sportage hybrid feels more enthusiastic when setting off. The engine chimes in less often around town, too, boosting refinement and reducing fuel consumption. Compared with the class-leading Nissan and Toyota hybrids, there are a few too many jolts in the Korean machine's powertrain – most notably when shifting gear (even in EV mode) and when the engine switches on and off.

DRIVING 3.8/5★

THE Sportage has never been about class-leading dynamics, but that's not a dealbreaker in this segment. What it can offer is a solid all-round mix of secure handling and reasonable overall comfort.

AROUND TOWN The Kia's suspension doesn't quite feel like it offers the same level of sophistication as rivals such as the Nissan Qashqai. While the overall response is quite soft, there's a level of fidget that makes it through to the cabin, which means that it's a little less settled at low speeds and across harsher bumps than some alternatives.

A & B-ROADS While there's a little more fidget around town than in a Nissan Qashqai, that soft set-up means that it doesn't really translate into a more agile response through corners, and over larger bumps the body can take a little longer to regain its composure.

When turning into a corner, the initial response is more languid than in a Nissan Qashqai, a Volkswagen Tiguan or a Vauxhall Grandland, and the steering, although naturally weighted, doesn't feel as precise as the Nissan's.

MOTORWAY At higher speeds, the Kia's ride settles down, and it proves to be a relaxing, comfortable companion. Stability isn't quite at the Tiguan's unflappable levels, but it all feels solid and reassuring.

MPG & RUNNING COSTS 4.3/5★

THE Kia's powertrain line-up isn't the most efficient in the class, with full-hybrid rivals such as the Qashqai and Honda ZR-V having superior fuel economy. During our test, which took place in temperatures of around 15 degrees Celsius, we averaged a shade under 44mpg on a wide mix of roads in the Sportage. Given the performance on offer, we still consider that a reasonable return.

TAX If you're a private buyer, the GT-Line hybrid is the Sportage model we'd go for – not least because of the Vehicle Excise Duty (VED) saving relative to the GT-Line S range-topper. The S costs more than £40,000, so is subject to the 'luxury car' tax levy, taking the total annual cost from £195 to £620 from years two to six. Given that the GT Line version sits well below the £40,000 mark, it avoids that road tax premium, saving buyers £2,125 over five years.

INSURANCE The mild-hybrid manual Sportage starts at group 19 insurance in both Pure and GT Line trims, while the automatic version sits in group 20 for the GT Line, and 22 for the GT Line S. Full-hybrid models with front-wheel drive range from group 23 to 25 according to trim level, while the range-topping all-wheel-drive hybrid is in group 26.

That means that the base models are, based on those groups, more expensive to insure than entry-level Qashqais, but the top-spec

KIA SP

Korean brand isn't resting on its

MODEL TESTED:
Sportage HEV GT-Line 1.6 T-GDi

PROS	CONS
Spacious cabin and large boot	Petrol engine sounds rough when pushed
Powerful hybrid system	Hybrid fuel economy trails class best
Strong motorway refinement	Infotainment feels a little old hat

TESTER'S NOTES

KIA'S latest hybrid powertrain comes with adjustable regenerative braking, and the paddles behind the wheel allow the driver to adjust the strength of its response on the fly. We really like this level of flexibility, making the car very easy to control on inclines and when slowing down generally.

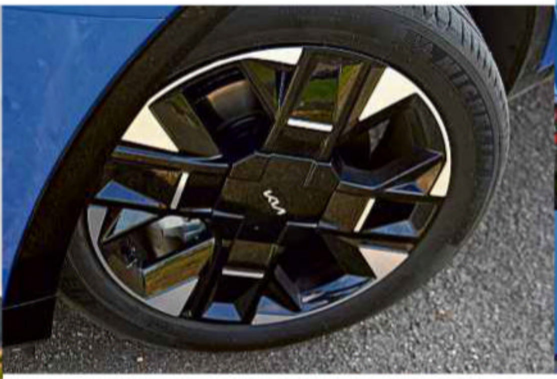
In its weakest setting, the Kia in effect coasts without motor regen; the strongest two of the four deceleration modes engage the brake lights when you lift off the accelerator. Level one regen feels closest to a standard petrol car's engine braking.

Alex Ingram
Chief reviewer

ORTAGE

laurels with its most popular model

FEATURES
Design tweaks (below, left) ape Kia's electric cars; alloy wheels (below) range between 17 and 19 inches; boot capacity (below, right) is 587 litres or 1,776 with the rear seats folded



> "THE SPORTAGE HAS NEVER BEEN ABOUT CLASS-LEADING DYNAMICS, BUT THAT'S NOT A DEALBREAKER"

hybrids should be cheaper than their equivalents in Nissan's line-up.

DEPRECIATION The Sportage is pretty much inseparably tied with its closest rival, the Qashqai, for depreciation. Depending on the powertrain and trim level, the Kia holds onto between 47 and 49 per cent of its original asking price after three years or 36,000 miles.

Those figures do put the Sportage's residual values behind both the Tiguan and the Kia's competitor from sister brand Hyundai, the Tucson, though.

INTERIOR & TECHNOLOGY 4.0/5★

THE Sportage's cabin is smart and functional, if not quite a class leader in terms of ergonomics or the quality of its materials.

DESIGN For 2025, Kia has smartened up the Sportage's interior. Taking inspiration from rangemates such as the EV6, the air vents have been consolidated into a single, slim span that runs across the width of the dash, below which sits a dual-function panel; the mix of physical dials and touch-sensitive buttons can be used to adjust either the infotainment or climate functions, depending on its mode. It's quite easy to use, but we'd like it more if the way to change between those functions was a larger, physical button.

There's a new steering wheel design – the gently squared-off shape is nice to hold, and features a large driving mode switch beneath the left spoke – while the switches on the centre console are neater than before, too.

QUALITY It's hard to complain about the actual fit of the Sportage's interior panels, but compared with rivals such as the Tiguan and Peugeot 3008, there are a few too many hard and scratchy plastics close to areas and buttons that most commonly get touched. The door trim is one example.

TECH AND INFOTAINMENT As we've come to expect from Kia, standard tech is far from measly – even on the entry-level models in the range. For 2025, that base trim has been renamed Pure, but it still gets wireless Apple CarPlay and Android Auto, plus front and rear parking sensors and a reversing camera all fitted as standard equipment.

The GT-Line S trim adds a 12.3-inch digital driver's display, while other models get a large LED-style readout for the road and engine speeds either side of 4.2-inch digital screen.

The infotainment set-up itself has been an area where Kia has earned praise in the past, but its systems are starting to fall behind the class best. The graphics are merely okay rather than outstanding, but the main criticism falls on some of the sub-menus, which can feel rather convoluted to use.

While disabling a speed-limit warning system is a matter of two button presses in a Qashqai or Renault Austral, here the process involves scrolling through the digital driver's display in order to open up a sub-menu on the main touchscreen. The process still isn't done then, because you need to dive into another sub-menu to adjust the warning tech from there – and another if you feel the need to adjust the settings of the lane-keep assist, too.

PRACTICALITY 4.5/5★

THERE'S an impressive amount of space available for both passengers and their luggage, making the Sportage one of the most practical cars in its class.

FRONT SPACE The Kia offers plenty of room up front, as you'd expect from a family SUV, and fans of a high-set driving position will appreciate it, because it feels like you sit much higher than in the almost car-like Qashqai.

REAR SPACE Anyone in the back will appreciate that there's enough space for three adult passengers. Against the tape measure, the Kia is a very close match for the Tiguan (marginally beating it in some areas and narrowly falling behind in others), while it offers more space than the Qashqai, Mazda CX-5 and SEAT Ateca, among others.

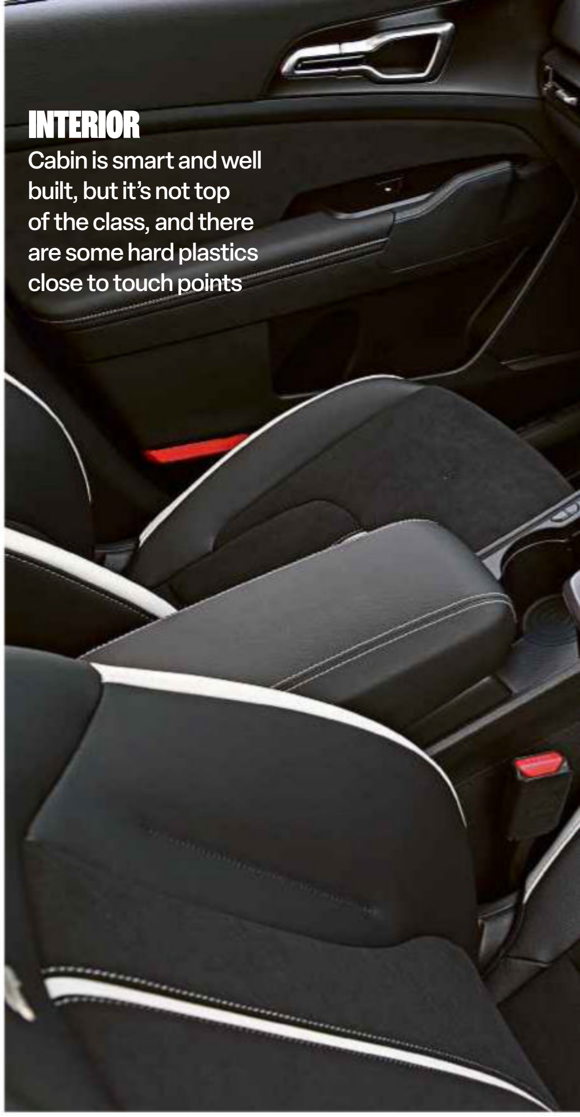
We like that the Sportage's rear seats can be reclined by pulling a lever, and all versions get a fold-down centre armrest with cup-holders. These features increase comfort levels for those in the back during a long journey.

Two Isofix child seat mounting points are provided on the outer rear seats. The central seatbelt in the back is a complicated arrangement that comes from the roof, which not only requires you to ensure you're using the correct seatbelt buckles, but also impacts the driver's rear visibility, and some might find that the belt rubs their neck on long trips.

BOOT SPACE The full-hybrid versions of the Sportage lose a barely noticeable four litres of boot capacity compared with the petrol mild-hybrid alternatives, but the 587 litres on offer is still very generous. The load lip is among the lowest in the class, which makes it easier to lift heavier items on board than in much of the competition. Drop each section of the 40:20:40-split rear seats, and you can cram up to 1,776 litres worth of kit into it.

RELIABILITY & SAFETY 3.9/5★

KIA has previously ranked highly in our customer satisfaction surveys, but for the last couple of years, it has found itself hovering



INTERIOR
Cabin is smart and well built, but it's not top of the class, and there are some hard plastics close to touch points

REAR SEATS

Space in the back is broadly on par with the Tiguan and ahead of the Qashqai, with some nice touches, including the reclining back rests

TESTER'S NOTES

KIA isn't a manufacturer that goes in for optional extras very much, and that's reflected in the Sportage's trim line-up. If you want more kit, then you'll need to step up the range from the base Pure model to the GT-Line and GT-Line S variants.

The latter is a big step up in cost, but adds plenty of extra tech, including adaptive LED headlights, a panoramic sunroof, ventilated front seats and heated rear seats, a powered tailgate, a Harman Kardon sound system, a head-up driver's display, blind-spot detection and much more.

Alex Ingram
Chief reviewer

DETAILS

Infotainment (above, left) is beginning to lag behind rival set-ups; drive selector (above, centre) is conveniently placed on the centre console; there's plenty of space up front (above), with a high-set driving position, too

> "ANYONE IN THE BACK WILL APPRECIATE THAT THERE'S ENOUGH SPACE FOR THREE ADULT PASSENGERS"

around the lower half of the manufacturer rankings. In 2025, the 18th-place finish out of 31 puts it ahead of rivals such as Hyundai, Ford, Seat and Volkswagen, but behind Vauxhall, Peugeot, Renault and Nissan.

WARRANTY 4.5/5★

LONG warranties are a Kia trademark, and the Sportage has the brand's seven-year, 100,000-mile warranty. But the single year of breakdown cover is less than with some rivals.

SERVICING 4.5/5★

AS with many rivals, Kia offers buyers the option of buying a service plan up front, delivering scheduled maintenance that's protected from the potential of inflation in the future. Kia's plan is currently cheaper than the equivalent Qashqai package.

IN its current form, the Nissan Qashqai has been with us since 2021, with the SUV getting a mid-life update in 2024. But it only feels that now in 2025 it has finally peaked, thanks to the latest edition of the brand's e-Power hybrid powertrain. In a model that ticks so many of the boxes for the family-car buyer, the powertrain was one of the few areas where it was lacking compared with the competition; with this update it now ranks among the very best in the segment.

Even before the introduction of that powertrain, age has done little to dent its popularity, because the Qashqai regularly ranks among the top three or four sellers in the UK. On top of that new powertrain, the 2024 facelift added to the appeal with sharper looks, much-improved in-car tech and a higher-quality feel in the cabin.

ENGINES & PERFORMANCE 4.4/5★

AT the base of the Qashqai line-up is a mild-hybrid powertrain, mixing a 1.3-litre turbocharged petrol engine with a small electric motor. It's available with a choice of 138bhp (with a manual gearbox) or 156bhp (with an auto) versions, and offers the more affordable route into Qashqai ownership, with decent refinement and performance.

Key to the 2025 update is the introduction of a new e-Power hybrid. Think of Nissan's hybrid tech as an electric car that uses a petrol engine to provide energy rather than a big battery; the 1.6-litre, three-cylinder unit never drives the front wheels directly – instead it sends its energy to an electric motor, which rotates the wheels. In its latest edition, this engine has been optimised for its generator role, with improved intake flow thanks to cold-sprayed valve-seat coatings, making the engine's 42 per cent thermal efficiency among the best ratings of any production internal-combustion engine.

The electric element has been improved, too. It borrows much of its electrical tech – including the motor and inverter – from the latest Nissan Leaf, and houses all of the important hardware in a single "five-in-one" unit. Nissan says that by grouping these elements together, it has produced a stiffer, lighter unit, which helps to reduce noise, improve refinement, and boost efficiency compared with the previous-gen e-Power.

At 201bhp, overall power is up 13bhp on the previous e-Power hybrid, but this figure can only be accessed in Sport mode – Standard and Eco offer the same 188bhp as before. Maximum torque is also the same, at 330Nm.

The overall result is very impressive. Like before, the e-Power behaves more like an EV than a petrol car, with smooth, responsive and lively acceleration making it very easy to drive in all conditions. What is more impressive, though, is the boost in refinement – a previous downside of the tech. Nissan claims the average noise when accelerating from 50-75mph has dropped by 5.6 decibels, but in reality the new set-up is quieter throughout almost the entire rev range. In many situations, you barely notice the engine switching on and off at all. It's much more refined and responsive, than hybrid rivals from Renault, Kia, Hyundai and the Stellantis group, and is more than a match for Toyota's best hybrid technology.

DRIVING 4.2/5★

THE Qashqai has always been a comfortable, composed and competent drive. Now equipped with its latest hybrid powertrain, it's a stronger all-round package than ever.

AROUND TOWN Light steering and a fairly tight turning circle make Nissan's biggest seller an easy car to shuffle around while parking or manoeuvring out of tight spots. Once on the move, its noise isolation is great, although higher-spec models, riding on larger wheels, can add a little low-speed fidget to what is otherwise a fairly smooth ride.

A & B-ROADS For most buyers, the Qashqai is merely a car from getting from A to B in a relaxing and safe manner, and in that respect, it's very hard to fault. The suspension is well judged, delivering enough comfort on bumpy roads, while managing to keep body roll fairly well in check when pushing on.

There's not much feel to the steering, but the Qashqai seems a little lighter over the nose than some rivals, which means that it's quite responsive when making quick direction changes, or swerving to avoid hazards. The steering doesn't have much feedback either, although drivers can opt for Sport mode if they prefer the reassurance of a little more weight through the wheel when turning.

The top-spec Tekna+ model gets a more advanced multi-link suspension layout, but for the most part, the difference between it and the base set-up isn't that obvious when it comes to ride and handling.

MOTORWAY The Qashqai driving experience remains as solid on motorways as it does on slower roads. High-speed comfort and refinement are both great, with a little less of the Qashqai's road noise reaching the cabin compared with rivals such as the Kia Sportage.

MPG & RUNNING COSTS 4.5/5★

AS well as a boost in refinement, the third-generation e-Power tech has improved the Qashqai's efficiency. Nissan claims a 15 per cent uplift in fuel economy, taking the official

NISSAN

Revised hybrid powertrain is the

ON THE ROAD

Revised e-Power hybrid set-up makes the latest Qashqai an even more tempting option for those looking for a comfy, composed and competent family SUV

MODEL TESTED:
Qashqai e-Power N-Connecta

PROS

- Brilliant third-gen e-Power hybrid
- Smooth ride and strong refinement
- Google tech is impressive

CONS

- Some low-speed fidget on big wheels
- Boot isn't as large as its rivals'
- Top-spec Tekna+ is a bit pricey

TESTER'S NOTE

IT isn't just the casual observer who'd be hard pushed to spot the Qashqai's exterior design tweaks; I had a hard job until they were pointed out. But that's because they're not about changing the car's aesthetics, but boosting its aerodynamic efficiency.

The front bumpers get new wind deflectors to channel air around the sides of the Nissan more smoothly, while revised door mirrors also aim to achieve the same. Combined with a larger undertray beneath the car, the changes add up to a 1g/km reduction in CO_2 emissions.

Alex Ingram
Chief reviewer

QASHQAI

cherry on the cake for British-built SUV

> "WITH THIS POWERTRAIN UPDATE, THE QASHQAI NOW RANKS AMONG THE VERY BEST CARS IN THE SEGMENT"

WLTP figure to as much as 62.8mpg, depending on trim level, while CO_2 levels are also down 12 per cent. A large focus has been placed on improving efficiency at motorway speeds, too.

We found these claims to stand up very well in the real world; during our time behind the wheel, we achieved around 53mpg, which puts it around 9mpg clear of the Sportage hybrid we tested in the same conditions.

TAX While Benefit-in-Kind (BiK) rates will see most company-car users gravitate towards full EVs and long-range plug-in hybrids, the Qashqai's emissions drop has seen it fall from the 29 per cent BiK band to 26 per cent, which makes it more affordable to run.

INSURANCE Mild-hybrid models sit in group 12 insurance, but the e-Power hybrid is above the class average, ranking as high as group 30.

DEPRECIATION Depending on trim level and powertrain, the Qashqai holds from just under 47 per cent to just under 50 per cent of its original value after three years or 36,000 miles.

INTERIOR & TECHNOLOGY 4.2/5★

IT'S not the most inspiring cabin to look at, but the Qashqai's dash is logically laid out, finished well and has significantly better tech than when the Mk3 model was launched.

DESIGN Excellent ergonomics make the interior very easy to live with. It starts with one of our favourite things to see in any new car: big, simple physical air-con controls. They're all aligned on a single panel, which makes them very easy to understand and even work on the move purely by feel.

QUALITY Look beyond that quite staid dash design, and the British-built Qashqai feels finished to a fairly high standard. It's not got the glamour of a Peugeot 3008, but changes to the materials in the 2024 facelift make it very hard to grumble with the perceived quality of all the parts that you'll touch most often.

TECH AND INFOTAINMENT All Qashqais have a digital instrument panel. It's not the sharpest to look at in the class, but much like the rest of the cabin, it's functional and clearly laid out. Chunky steering wheel controls let the driver access the intuitive system easily on the move.

PRACTICALITY 4.3/5★

A well designed family car filled with sensible touches, the Qashqai is a practical SUV, even if some rivals are even more spacious.

FRONT SPACE It's clear that the Qashqai's cabin has been well thought out. There's loads of adjustment available in the steering wheel and the driver's seat (on top-spec models the latter gets electrical adjustment, including a function that moves the seat back to make access easier) and the seat, steering wheel and pedals are nicely aligned with one another. Storage options are generous, with a large shelf for storing a smartphone, a pair of cup-holders, plus deep and wide door pockets.

REAR SPACE The back doors open to 85 degrees, making it easy to wiggle a child seat into position (helped further by Isofix points enclosed behind plastic covers), or for kids to climb on board themselves. Once there, overall space is fine. It's not outstanding – the Kia Sportage offers more headroom and a little more under-thigh support for the cash – but few occupants will have complaints.

BOOT SPACE Depending on trim, the Nissan has a boot volume of up to 504 litres, although models fitted with the boot divider – which allows for a completely flat floor when the back seats are folded – see that figure fall to 479 litres. It's a capacity that will be plenty for most family-car buyers, but one that puts it behind rivals, including the Dacia Bigster, Hyundai Tucson or Sportage. But it's worth noting that the Nissan is physically smaller than all three of those cars, which means that it takes up less space on the road, so the lower storage capacity isn't too surprising.

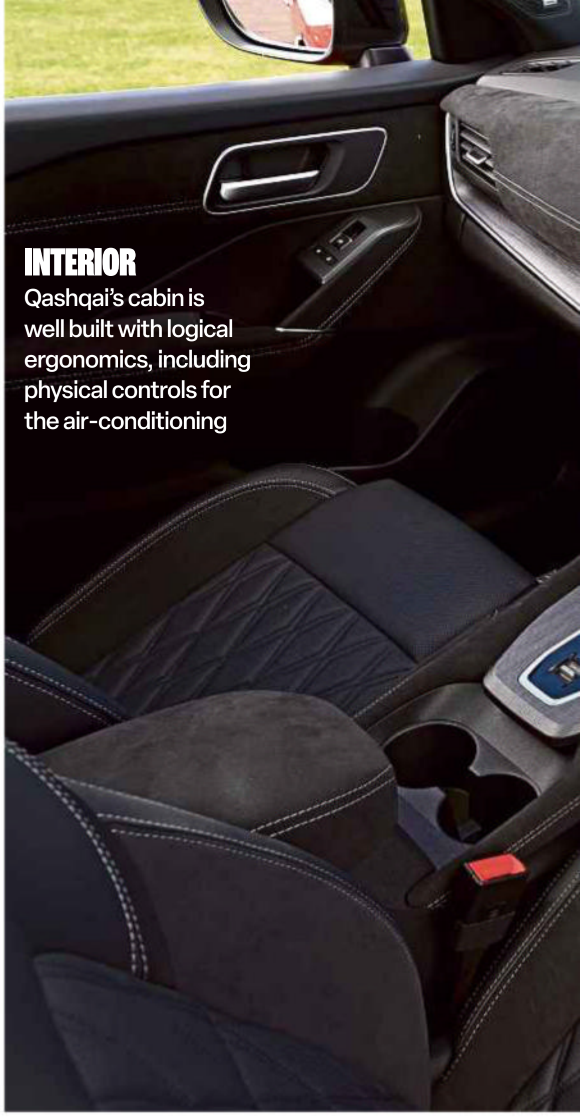
We have measured the Qashqai's boot lip height at 756mm – slightly higher than the Sportage's and the fully electric Skoda Elroq's, but largely similar to other family SUVs. With the rear bench folded, the overall volume once again falls behind its rivals; there's 1,415 litres available compared with the roughly 1,800 litres you get in a Sportage or a Tucson.

RELIABILITY & SAFETY 4.0/5★

THE Qashqai finished in 28th out of the 50 cars surveyed in the 2025 Driver Power customer satisfaction survey. This places it ahead of the Sportage (45th) and Toyota RAV4 (31st), although it fails to trouble the Vauxhall Grandland (2nd), Ford Kuga (4th), Citroen C5 Aircross (8th) and Hyundai Tucson (13th).

It's similar news for the Nissan brand, which was 15th (out of 31) in our 2025 Driver Power manufacturer ratings. The company did well for child-friendly features, but was criticised for its cars' overall quality and road handling.

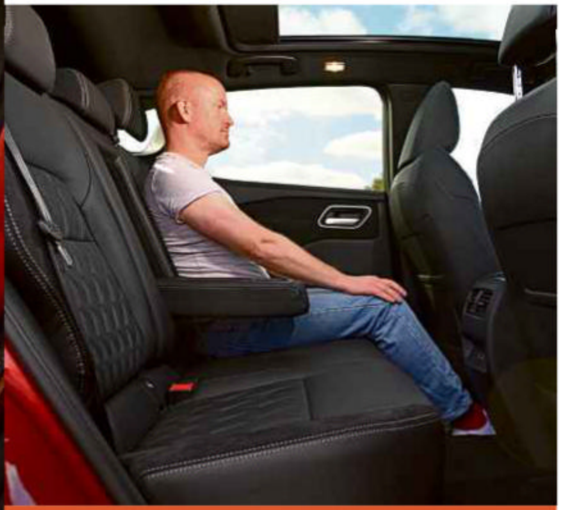
Family buyers will be impressed by the Qashqai's five-star safety rating from industry body Euro NCAP, though. When it was tested in 2021, both adult and child-occupant safety were rated at 91 per cent, with Safety Assist systems scoring an outstanding 95 per cent.



INTERIOR
Qashqai's cabin is well built with logical ergonomics, including physical controls for the air-conditioning

REAR SEATS

Wide-opening doors make getting into the back easy, and there is lots of space when you're seated, although the Kia is roomier still



TESTER'S NOTE

NEW cars are mandated to feature certain driver-assist systems that switch on every time the vehicle is started, so if these annoy you, then you must turn them off each time.

Fortunately, Nissan makes this easy to do. Similar in principle to Renault's approach, it's possible to program your preferred driver-assist arrangement in the infotainment menu, and then access this via two button presses on the steering wheel when the car starts. In other words, it's much easier to switch the tech off than in rivals from Kia and Volkswagen.

Alex Ingram
Chief reviewer

FEATURES

Infotainment (above, left) doesn't have the highest resolution but is easy to use; drive selector (above, middle) is handily located on the centre console; there's lots of adjustment for the driver's seat and steering wheel (above)

> **"A WELL DESIGNED FAMILY CAR FILLED WITH SENSIBLE TOUCHES, THE QASHQAI IS A PRACTICAL SUV"**

WARRANTY 4.0/5★

NISSAN'S three-year warranty falls behind its key rivals from Kia and Hyundai, but the Qashqai returns fire with a three-year breakdown package, two years more than the Korean duo can offer.

SERVICING 4.0/5★

NISSAN offers a competitive service plan across its range. Prices vary slightly depending on powertrain, but petrol and hybrid models cost the same, although the three-year package is still a little more expensive than the equivalent deal from Kia. However, the revised Qashqai gets extended service intervals – increased to 12,000 miles from the previous 9,000 miles for its predecessor – which should help reduce the number of trips to the dealer.

VOLKSWAGEN has adopted a softer, less angular shape for its latest Tiguan, but like its sharper-suited predecessor, the rest of the overall package is just as well rounded. Practicality is one of the third-generation model's biggest plus-points – it really is vast inside and in the boot – but the driving experience is spot on, too.

Most reassuringly, the interior quality and ergonomics are getting closer to the standards that we expect from VW. That's important, given that the price reflects the brand's perception as a more premium offering than much its competition.

ENGINES & PERFORMANCE 4.3/5★

IF there's one thing that's never lacking in a Volkswagen, it's choice. Whether it's the fact that there are five trim levels to choose from, or the lengthy options list, buyers can select almost any combination of spec that they want. This choice extends to the engines, too, with petrol, mild and plug-in hybrid powertrains sitting alongside diesel options.

The range kicks off with a 1.5-litre turbocharged petrol engine with mild-hybrid tech. It's available in two power outputs – either 128bhp and 220Nm, or 148bhp and 250Nm – and in both cases is combined with a seven-speed dual-clutch automatic gearbox.

Further up the petrol range, there is a pair of 2.0-litre options available; one produces 201bhp, while the other unit is borrowed from the Golf GTI hot hatch, offering up 261bhp. Both versions have four-wheel drive.

Diesel power comes in the form of a 2.0-litre turbocharged engine with 148bhp and backed up with a healthy 360Nm of torque.

Finally, the plug-in hybrids are available in two outputs; combining a petrol engine with an electric motor, they produce either 201bhp or 268bhp.

For the vast majority of buyers, the 1.5-litre petrol and the diesel model will offer the best balance between price and performance. The petrol engine makes strong use of the mild-hybrid tech, cutting in and out of operation very smoothly when shuffling around town.

The gearbox responds quickly when using the paddles behind the steering wheel, and operates without fuss in automatic mode. Officially, the 1.5-litre petrol model will cover the benchmark 0-62mph dash in a reasonable, if not outstanding, 9.1 seconds. When pushed hard, it makes less fuss than the turbocharged options in the Kia Sportage and Hyundai Tucson.

DRIVING 4.3/5★

WHILE it's not going to put a big grin on your face when you're driving on a twisty road, the Tiguan is nevertheless one of the most competent vehicles in its segment in terms of its chassis set-up.

AROUND TOWN Light, precise steering and a surprising feeling of agility mean that the Tiguan rarely feels like a bulky SUV on the road. The high driving position gives a great view out, which really helps when driving at low speeds. Overall refinement is very good, with only one minor exception. At lower speeds, the noise from the suspension as it knocks over larger drain covers and potholes is more noticeable than it is in some rivals.

A & B-ROADS Handling is neat and composed, thanks in part to Volkswagen's Vehicle Dynamics Manager, which can nip the brakes of individual wheels to help stabilise or tighten a car's line when tracking through a corner. Body roll is fairly well contained, too, while the overall ride comfort is better than in rivals from Peugeot, Hyundai and Kia, and similar to that of the Nissan Qashqai.

MOTORWAY High-speed stability is one of the Tiguan's biggest strengths, although there's an ever-present busyness to the ride on cars without the adaptive dampers – and especially those with larger wheel options.

MPG & RUNNING COSTS 3.7/5★

FROM the driving point of view, everything has been looking rosy for the Tiguan, but it's when it comes down to value for money that the Tiguan's stumbling blocks arrive.

For similar cash to a mid-spec Kia Sportage or Nissan Qashqai with a full-hybrid powertrain, the Tiguan is available with that 1.5-litre turbocharged mild-hybrid engine and in the more lowly Match trim. In order to bring equipment levels on a par with the Sportage and Qashqai, you'll need to dip into the options list – at which point you'll be comfortably breaching the £40,000 mark.

Still, this is an approach that is working for Volkswagen – the strong sales figures are very clear proof of that – but look beyond the badge and it doesn't quite feel like it's offering the same value for money as the competition.

That feeling is compounded by the fact those similarly priced hybrids will cost less to run, too. We averaged 39.5mpg in the Tiguan eTSI mild-hybrid, while in the same conditions the Nissan Qashqai e-Power was returning almost 53mpg. Based on a fuel price of 135.8p a litre, that works out at an extra £387 over the course of 10,000 miles.

TAX Most of the Tiguan's rivals sit on the right side of the £40,000 mark, largely dodging the levy on Vehicle Excise Duty that is added to cars that sit above that threshold. Only the

KY25 DCE
TIGUAN

VOLKSW

Practical VW is a well rounded, b

ON THE ROAD
The Tiguan is competent and surprisingly agile for an SUV. It's ride comfort beats the Sportage's and is a match for the Qashqai's

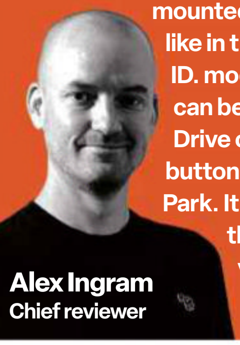
MODEL TESTED:
VW Tiguan Match 1.5 eTSI

PROS	CONS
Impressive refinement	High prices and expensive options
Superb practicality	Driver Power scores
Strong residual values	Fidgety ride

TESTER'S NOTE

FRONT storage space is very impressive in the Tiguan, with two smartphone slots (both of which offer wireless charging in many models) plus a deep cubby space with moveable partitions for holding drinks.

This large central space has been made possible in part due to the steering column-mounted gear selector. Much like in the brand's all-electric ID. models, the Tiguan's stalk can be twisted to select either Drive or Reverse, while a button on the end engages Park. It doesn't take long for this set-up to feel very intuitive.



Alex Ingram
Chief reviewer

VAGEN TIGUAN

ut pricey option for those looking for a new family SUV

> "INTERIOR QUALITY AND ERGONOMICS ARE GETTING CLOSER TO THE STANDARDS THAT WE EXPECT FROM VW"

sparsely equipped Life and the next step up, the Match, dip below the £40k limit, but even then you'll need to be careful with optional extras – even exterior colours – to avoid the £425 VED add-on.

INSURANCE Depending on trim and engine choice, the Tiguan's insurance groups vary from 15 in the base mild hybrid up to 32 for the 265 4Motion.

DEPRECIATION While it costs more to buy initially, the Tiguan does a solid job of holding onto that value. In our pick of the range, the Match eTSI 150, it's expected to retain just over 53 per cent of its original price after three years or 36,000 miles, which is among the best figures in the class.

Plug-in hybrid models are even more resistant to depreciation, with official calculations by experts CDL stating that they will hold onto between 57 and 58 per cent of their value over the same time.

INTERIOR & TECHNOLOGY 4.1/5★

VOLKSWAGEN had a bit of a wobble around 2020 in terms of its interior design and quality. While it hasn't quite fully got its mojo back when it comes to the flawless ergonomics of its earlier cars, the Tiguan's build quality is getting back to the brand's best work.

DESIGN Previously, VW stood out from the crowd with its neatly designed, beautifully damped switchgear, but that's much harder to do when so much is now confined to a touchscreen. Still, the layout is neat and logical, but climate controls are restricted to the 12.9-inch (or optional 15-inch) display. A multifunction rotary dial sits beside the start button and parking brake on the centre console; this can adjust the audio volume and switch between drive modes.

QUALITY All of the main touchpoints are made from soft materials, while the likes of carpeted door bins add a little clue that Volkswagen has put a little extra effort into the car's fit and finish compared with many of its big-selling competitors.

The door pulls feel solid, the vents are slick to adjust manually, and proper buttons can be found on the steering wheel, in place of the fiddly touch-sensitive keys that VW dabbled with on the likes of the Mk8 Golf and ID.3.

TECH AND INFOTAINMENT Volkswagen has refined its touchscreen tech over the past few years, and it's resulted in a set-up that largely impresses overall. A bank of shortcut keys along the top of the screen provide easy access to drive modes and driver-assist functions, while the home screen offers widgets of various sizes for the navigation, media and general shortcuts.

The climate controls are touchscreen only, though, and adjusting the fan speed or direction requires a sub-menu to be opened up, which is a little annoying. On the plus side, the display's graphics are sharp and the colours are bright and bold.

PRACTICALITY 4.6/5★

THE Tiguan is among the most spacious cars in its class for passenger and boot space.

FRONT SPACE Adjustment of the driving position is as good as it gets in this class, with plenty of range for moving both the seat itself and the steering wheel. R Line models get a set of sporty-looking seats with a fixed headrest; they're superbly comfortable and hold the front occupants in place without squeezing them unnecessarily tightly.

Unlike either the Sportage or the Qashqai, the Tiguan offers an Isofix mounting point on the front passenger seat, meaning that families can securely fit their child seat in one of three seats inside the Volkswagen, instead of just two as in its rivals.

REAR SPACE Passengers are well catered for in the back of the Tiguan. Knee room is slightly ahead of that in the already spacious Sportage, and it's made even better by the fact that there's loads of foot space available between the front seats.

Compared with the Kia, the hump in the middle of the floor is a little larger, but the centre seat itself is a touch softer, and therefore more comfortable to sit on.

BOOT SPACE Few rivals can compete with the Tiguan's boot space; there's a superb 652 litres on offer with the rear seats in place. The load space is deep, while models fitted with a false floor can create a near-level load area from the load lip right through to the rear-seat backs once they're folded down. Thanks to levers in the boot, dropping the back seats out of the way is very easy, too.

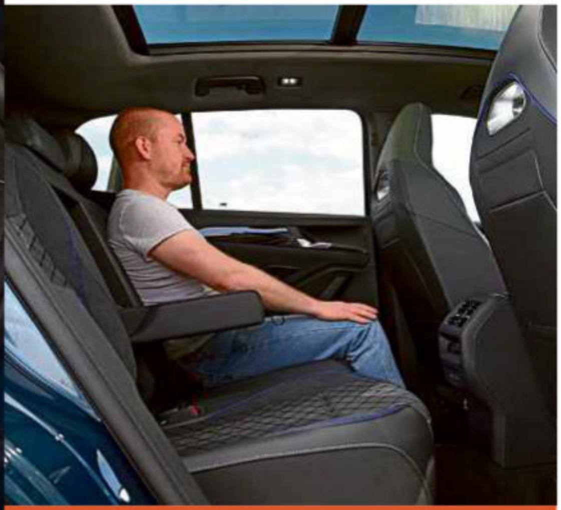
RELIABILITY & SAFETY 4.0/5★

THE Tiguan bagged a very impressive score in the 2024 round of Euro NCAP safety tests on its way to a maximum five-star rating. It was particularly strong in the vulnerable road users category; only the Toyota C-HR and a pair of Subarus narrowly beat its score of 84 per cent. Every model gets adaptive cruise control, parking sensors all round and a reversing camera as standard.

Volkswagen's performance in our 2025 Driver Power customer satisfaction survey

INTERIOR
Cabin quality is closer to the standards that we have come to expect from VW, and there are lots of soft-touch materials used

REAR SEATS
Passengers get a little more space than in the Sportage, while the middle seat also beats the Kia's in terms of comfort

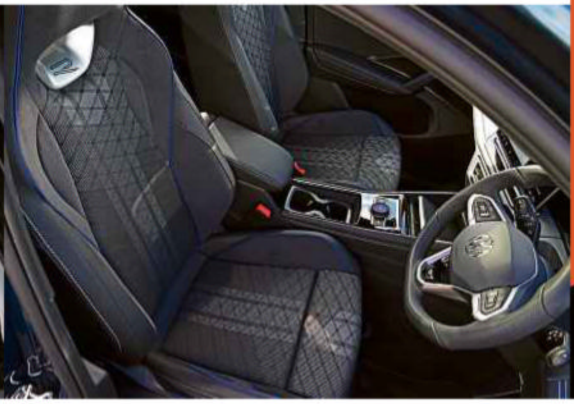


TESTER'S NOTE

LIKE much of the Volkswagen range, the Tiguan drives at its best when equipped with the optional adaptive dampers – part of a pack that VW calls "Dynamic Driving Package with Adaptive Chassis Control". These greatly widen the spread of the Tiguan's abilities, increasing body control through tighter turns, and ride comfort on more open roads. Cars with the standard springs and dampers tend to fidget more over pretty much all road surfaces, but in their softest setting the adaptive dampers take the edge off.

Alex Ingram
Chief reviewer

START ENGINE STOP
Eco



FEATURES
Touchscreen (above, left) is impressive, but handles climate settings, rather than having physical controls; rotary dial on the centre console (above, centre) operates various functions; front seats (above) are supportive

> **"THE TIGUAN IS AMONG THE MOST SPACIOUS CARS IN ITS CLASS FOR PASSENGER AND BOOT SPACE"**

was less impressive, however, with a final position of 27th out of 31 manufacturers. Only Cupra fared worse out of the Volkswagen Group brands, while the other three falling below it were Dacia, BYD and MG.

WARRANTY 2.5/5★

ALL Volkswagen cars come with a three-year, 60,000-mile warranty, plus a single year of breakdown cover is included, too.

SERVICING 3.9/5★

VOLKSWAGEN recommends a two-year service interval for mild-hybrid versions of the Tiguan. A service plan is available to cover either two years (one service) or four years (two services), but it's relatively expensive compared with the three-year maintenance packages of many rivals.

PRICES AND SPECS

	KIA SPORTAGE	NISSAN QASHQAI	VOLKSWAGEN TIGUAN
Our choice	HEV GT-Line 1.6 T-GDi	e-Power N-Connecta	Match 1.5 eTSI
Price of our choice/price as tested	£36,925/£37,600	£37,330/£43,210	£39,230/£51,205

POWERTRAIN AND PERFORMANCE

Powertrain	4cyl inline/1,598cc	3cyl inline/1,598cc	4cyl inline/1,498cc
HEV Motor	64bhp	201bhp/330Nm	18bhp/56Nm
Power/torque	235bhp/265Nm	201bhp/330Nm	148bhp/250Nm
Transmission	Six-speed auto/fwd	Single speed/fwd	Seven-speed auto/fwd
0-62mph/top speed	7.9 secs/121mph	7.6 secs/105mph	9.1 secs/130mph
Fuel tank/battery capacity	52 litres/1.49kWhh	67 litres/2.1kWh	55 litres/N/A
MPG (test/WLTP)/range	43.8/50.4mpg/501 miles	52.5/61.4mpg/774 miles	39.5/46.1mpg/478 miles
CO_2	128g/km	103g/km	140g/km

DIMENSIONS

Length/wheelbase	4,540/2,680mm	4,425/2,665mm	4,539/2,677mm
Width/height	1,865/1,645mm	1,835/1,625mm	1,842/1,658mm
Rear knee room	629-850mm	601-844mm	625-868mm
Rear headroom/elbow room	985/1,531mm	922/1,451mm	980/1,502mm
Boot space (seats up/down)	587/1,776 litres	479/1,415 litres	652/N/A litres
Boot length/width	862/1,037mm	855/1,084mm	975/1,005mm
Boot lip height	692mm	756mm	723mm
Kerbweight/towing weight	1,665/1,510kg	1,592/1,800kg	1,616/1,800kg
Turning circle	11.0 metres	11.5 metres	11.7 metres

COSTS/OWNERSHIP

Residuals (after 3yrs/36,000 miles)	£17,676/47.87%	£18,180/48.70%	£20,874/53.21%
Depreciation	£19,249	£19,150	£18,356
Insurance group/AA.com quote/VED	23/£685/£195	27/£662/£195	22/£574/£195
Three-year service cost	£669	£856	£534 (2 years)
Annual tax liability standard/higher rate	£2,186/£4,372	£1,918/£3,836	£2,550/£5,100
Annual fuel cost (12,000 miles)	£1,409	£1,176	£1,563
Basic warranty (miles)/recovery	7yrs (100,000)/1yr	3yrs (60,000)/3yrs	3yrs (60,000)/1yr
Driver Power manufacturer position	18th	15th	27th
NCAP Adult/child/ped./assist/stars	87/86/66/72/5★ (2022)	91/91/70/95/5★ (2021)	83/88/84/78/5★ (2024)

EQUIPMENT

Metallic paint/wheel size	£675/19 inches	£745/18 inches	£830/20 inches
Parking sensors/camera	F&r/360-degree	F&r/yes	F&r/yes
Spare wheel/Isofix points	Repair kit/two	Space saver/two	£370/three
Keyless entry & go/powered tailgate	Yes/yes	Yes/no	£1,140 (part of package)
Leather/heated seats	Yes/yes	No/yes	£2,230/yes
Screen size/digital dashboard	12.3 inches/4.2 inches	12.3 inches/12.3 inches	12.9 inches/10.25 inches
Climate control/panoramic sunroof	Yes/yes	Yes/no	Yes/£1,385
USBs/wireless charging	Four/yes	Four/no	Four/two
Wireless Apple CarPlay/Android Auto	Yes/yes	Yes/yes	Yes/yes
Blind-spot warning/head-up display	Yes/Yes	Yes/no	Yes/£1,160 (part of package)
Cruise control/steering assist	Yes/yes	Yes/yes	Yes/£1,000 (part of package)

WHAT WE WOULD CHOOSE

KIA There's a choice of five exterior colours on the base trim, while Wolf Grey and Experience Green are added to the palette for GT-Line and S models. A third, Lunar Silver, is only offered on the GT-Line S and also has a contrasting black roof.

NISSAN Beyond the eight exterior paint colours, there's only one cost option offered to Qashqai buyers on our favourite N-Connecta trim. The £750 panoramic sunroof lets lots of light flood the cabin and it's keenly priced by glass roof-standards.

VW We've mentioned the must-have adaptive dampers, but also on our want list for the Tiguan is the Winter Pack (£415), with heating for the steering wheel and front seats. Leather-trimmed, massaging seats are pricey, though, at £2,925.

KIA SPORTAGE

BEST FOR EQUIPMENT

Even the entry-level Sportage is loaded with standard equipment, with the range-topping GT-Line S furnished with all of the luxuries you'd ever want

NISSAN QASHQAI

BEST FOR EFFICIENCY

The Qashqai's latest hybrid technology isn't just smoother, more refined and slightly quicker than before, it also delivers excellent real-world efficiency

VW TIGUAN

BEST FOR SPACE

The Tiguan is huge inside, with both cabin and boot space ranking up with the class best. The Volkswagen's interior is a very nice place to spend time, too

"ONE OF THE VERY BEST-SELLING CARS IN THE UK IS NOW ALSO ONE OF THE BEST FAMILY CARS IN THE BUSINESS"

RESULTS

WINNER ★★★★½

Nissan Qashqai

AUTO
EXPRESS
ROAD TEST
WINNER
OCTOBER 2025
★★★★½
Nissan
Qashqai

THE Mk3 Qashqai has been crying out for a competitive powertrain since its launch. Four years on, the e-Power tech has matured with the responses, smoothness and very nearly the refinement of a fully electric car, but with the flexibility of a fuel-sipping petrol engine that allows for huge ranges between refills. One of the very best-selling cars in the UK is now also one of the best family cars in the business.

INTERESTED? Scan the code to view our deals on the Qashqai

RUNNER-UP ★★★★☆

Kia Sportage

WHILE the Sportage might be more popular than the Qashqai with buyers, as an overall package, it just falls slightly short. If you consider cabin and boot space a dealbreaker, the Kia is still the car to have. But in other areas, including the chassis and its hybrid powertrain, it can't quite match the Nissan's quality. Even so, its value, generous kit levels, smart interior design and strong performance – plus a seven-year warranty – mean that there's a huge amount to like here.

INTERESTED? Scan the QR code for great prices on new Sportages

THIRD ★★★★☆

Volkswagen Tiguan

THIRD place might make Tiguan owners feel we're doing the car a disservice, but in reality it has only narrowly fallen short of the class's two best cars. In some ways, it's the pick of this bunch for its superb practicality and strong overall driving experience. But beyond the lure of the VW badge, we don't feel like there's enough reason to spend more on the Tiguan – a lot more if you delve into the options list – when both the Qashqai and the Sportage offer so much for the cash.

INTERESTED? Check out Tiguan offers by scanning the QR code

THE SPECIAL ONE
Steve's still smitten with his Type R after a return trip to north Wales from West Sussex

SECOND REPORT

HONDA CIVIC TYPE R

The last ever Type R looks like it's also going to be Honda's best ever

TALENTS
With the rear seats down, the boot is surprisingly spacious. Brembo brakes are brilliant for track work, while the six-speed manual is probably the best ever made

IT'S a special kind of car, the Civic Type R. Yes, an acquired taste, perhaps, but for anyone who truly 'gets' cars, it is that rarest of things – a machine that somehow manages to transcend any traditional notions of value.

In its way, it's as rare and intriguing as any Porsche or Lamborghini. As such it almost doesn't matter how much it costs. It is the latest, greatest and, sadly, also the last of the Type Rs, so it really is one of life's 'enjoy it while it lasts' moments.

And enjoy it I most certainly have – on each and every day since it arrived on our fleet just a couple of months ago with less than 500 miles showing on the clock.

So far I've done just over 2,000 miles in it at an average of 30.2mpg. I've driven it to Anglesey circuit in Wales and back, going the cross-country route on the way there (where it was immense), then on motorways and dual carriageways all the way back (when it was better than it might have been).

I've also used it plenty for the daily grind as well, and driven it to – and across – my favourite road at Beachy Head. And with only a couple of small side issues, it's proving to be every inch as good as we expected.

How so? For starters it is far easier to live with everyday than I feared it was going to be, or indeed compared with any previous Type R. Yes, there are compromises, the short gearing in sixth and consequent absence of true motorway refinement (and economy) being the most obvious. Yet even here it is just about quiet enough when cruising and still returns over 30mpg on a long motorway run, so neither can be considered a serious issue. Having said that, I do wish it had a seventh gear so that the revs could drop back to 2,000rpm at motorway speeds to make the car both quieter and more economical.

What's far better than I feared it might be is the car's ride. True, in Type R mode it is pretty dreadful, but in its Comfort setting the suspension becomes soothing enough to be just about okay, even on crummy town roads.

As is its packaging, especially its vast boot, into which I've managed to somehow squeeze eight wheels and tyres. However, the fact that there are still only four seats, not five, will dent its overall appeal for some.

I suspect many (me included) would also want a fast-shifting dual-clutch auto gearbox, too, were one available. But that was never going to happen, according to Honda.

And fair enough, because the Type R's six-speed manual 'box might be a bit of a pain in heavy traffic compared with a DSG auto, but on the right road, or on a track, it is a defining quality of this car. Why? Because pound for pound, it is probably the best manual gearbox of any car, ever, so fast and beautifully precise is its shift.

The less good bits? I still find some of the safety features too intrusive, specifically the faffs that are required to disengage the speed warning and lane-departure systems, both of which are on by default at start-up. Being picky, I also wish the nav delivered live traffic info – but then Apple CarPlay is standard fit.

Other than this, I'm seriously struggling to find fault with the car. Instead, I find myself discovering new reasons to fall even more in love with it on most days. As I say, it's a special kind of car, one that will mark the end of an era once it is gone.

MODEL TESTED:
Honda Civic Type R

On fleet since:	August 2025
Price new:	£52,605
Powertrain:	2.0-litre 4cyl turbocharged petrol
Power/torque:	325bhp/420Nm
CO2/BiK:	186g/km/37%
Options:	None
Insurance*:	Group: 43 Quote: £1,318
Mileage/mpg:	2,571/30.2
Any problems?	None so far

***Insurance quote** from AA (0800 107 0680) for a 42-year-old in Banbury, Oxon, with three points.

PROS

- Overall styling is lovely
- Brembo brakes work brilliantly
- Suede steering wheel is a delight

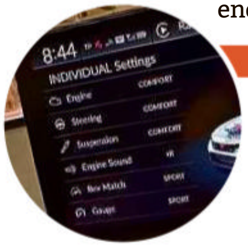
CONS

- Intrusive safety systems are a pain
- Ride is hard in Type R mode
- Big tyres produce a fair bit of noise

STYLING It looks wonderfully understated to our eyes, at least compared with previous Type Rs

VERDICT ★★★★★

THE more miles I do in the Type R, the better it gets. Mostly. There are still some caveats concerning its ride, range and long-distance refinement, but for the majority of the time it's an absolute joy to live with – and drive. On the right kind of road – one that's open, twisty and ideally quiet – it is just about untouchable, even with a price tag of 52 grand.



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INDIVIDUAL Settings

Engine COMFORT

Steering COMFORT

Suspension COMFORT

Engine Sound VR

Rev Match SPORT

Gauge SPORT

> "IN COMFORT MODE, THE SUSPENSION IS SOOTHING ENOUGH ON CRUMMY ROADS"

FLEETWATCH

ALFA ROMEO JUNIOR

WHEN we do our normal supermarket shop, we never worry about whether it's going to fit in the boot of our Alfa Junior. But with a couple of new storage baskets and extra shopping for visitors staying over for a couple of days, we weren't sure we would squeeze everything in. However, the 400-litre boot swallowed several bags without us having to stack things up and our guests were able to sit in the back seats, although room is tight there.

DAWN GRANT

VOLKSWAGEN GOLF R

SOMETHING thing that's been puzzling me more than most lately is the odd, oblong-shaped storage space on the centre console. It's seemingly useful for little more than a pen or pencil, and I'd questioned its purpose ever since the car arrived in early September. But then, after an impromptu Co-op meal deal on a recent Auto Express road test, it clicked: it's perfect for your favourite sweet snack.

RICHARD INGRAM

REPORT INDEX

Alfa Romeo Junior	Issue 1,900
Audi A3	Issues 1,884, 1,895
Cupra Terramar	Issue 1,899
Honda Civic Type R	Issue 1,899
MINI JCW	Issue 1,903
Peugeot 5008	Issues 1,892, 1,902
Polestar 4	Issues 1,883, 1,893, 1,904
Renault 5	Issues 1,878, 1,890, 1,900
Skoda Elroq	Issues 1,893, 1,904
Volkswagen Golf R	Issue 1,901
Volkswagen ID. Buzz	Issues 1,891, 1,897
Volvo EX30	Issue 1,902

CHINA: POWER TO CAR-BUYING PEOPLE

Chinese cars are revolutionising the UK car market. Our special report explains why

AEX Phil McNamara

THIS is an extraordinary time for the UK car market. Nine new Chinese brands have entered this year and are rapidly racking up market share.

It's bewildering for many consumers: what does XPeng, Changan or Chery stand for? Our power list aims to answer your questions, including key ones about model ranges, warranties and dealer networks and whether they're investing in UK and European R&D.

One obvious benefit is that these hi-tech, lower-cost cars are, for now, acting as a brake on price inflation. It's anyone's prerogative not to buy a Chinese car for geopolitical reasons, but their competition will improve western cars. And for that we can all be thankful.

CONTENTS

WHO MAKES THE BEST CHINESE HYBRID?

52 WHAT'S THE BEST CHINESE HYBRID?
MG, BYD, Jaecoo, Omoda and Haval fight it out in our test

WUHAN CLAN

64 HIDING IN PLAIN SIGHT
10 western cars you might not know are made in China

THE CHINESE POWER LIST
WE RANK THE UK'S CHINESE BRANDS FROM 17 to 1

66 CHINESE CAR MAKERS RANKED
We profile – and order – the UK's 17 Chinese brands

NEW ARRIVALS
The import of Chinese cars has seen more than 150,000 vehicles registered in the UK from January to September this year

THE EV GO

WHY ARE MAKERS

We investigate why the B

Phil McNamara

Phil.McNamara@autoexpress.co.uk

AEX SKODA boss Klaus Zellmer has a map on his office wall, where he plots the confirmed R&D or manufacturing operations of Chinese car manufacturers in Europe. There are four pins in Germany, a couple each in the UK, Hungary and Italy, plus markers on Spain and Sweden too.

"How do the Chinese handle tariffs?" he explains. "If tariffs impose a risk and there's enough sales potential, they just invest into that area. We know China's ambitions and aspirations don't stop at its borders. Their invested capacities and volumes mean they need to export. They are very keen and aggressively looking into the export potential."

The Chinese influx of the UK and European car markets is in full flow. In the first half of this year, Chinese market share in Europe topped five per cent – up from two per cent at the beginning of 2023, calculates automotive data and analytics firm JATO. It's even more pronounced in the UK: from January to September, Chinese manufacturer registrations passed 150,000 cars – just under 10 per cent of the entire pie. Changan, Chery, Geely,

LDRUSH

CHINESE CAR FLOODING THE UK?

ritish market is so attractive to Chinese brands

Haval, Jaecoo, Leapmotor, Poer and XPeng: eight Chinese car brands have launched in this market since the turn of the year. Why?

As Zellmer says, there's a huge push factor from China. Car makers there are embroiled in a brutal price war, exacerbated by significant oversupply. There are reportedly more than 100 car manufacturers fighting for their survival, often subsidised by regional authorities that don't want their champions to fail.

Profits are slumping, incentivising manufacturers to look overseas. With Australia already penetrated and the USA closed by trade war, all sights are set on Europe, the world's second-biggest market.

Not that this is short-term expediency: China has been preparing for this moment since 2009, when the state identified the industry-changing potential of electric vehicles, betting that regulatory support could foster the technical expertise, raw materials and supply chain to leapfrog western car makers. The plan was formalised into the 'Made in China 2025' industrial strategy, published 10 years ago, and the bet has paid off spectacularly.

Skoda boss Zellmer reckons European technologists filed 200,000 patent applications in 2023, the US 600,000. The Chinese equivalent? An astonishing 1.6 billion. "That helps you understand how strong it is as a society, the drive, the engineering power of China," says the Czech manufacturer's CEO.

Europe hastily erected higher trade barriers after an enquiry into unfair state support for Chinese car makers. An EV surcharge was added to the existing 10 per cent duty, with each importer facing a different levy relating to their levels of co-operation with the investigation. BYD, for example, faces an extra 17 per cent duty, MG a chunky 48 per cent in total.

The UK has kept its import duty at 10 per cent – intensifying the Chinese rush to crack the world's seventh largest car market. "Not replicating the EU's anti-subsidy BEV tariffs makes the UK an attractive, higher-margin market the Chinese are likely to exploit," says European autos analyst Matthias Schmidt. "Also, there are no genuine domestic volume brands available anymore, which still acts as a moat in France and Germany where consumers are more patriotic."

Lothar Schupet, the European CEO of Geely's electric premium brand Zeekr, is already preparing to join the UK goldrush in 2026. His team commissioned market research from 8,000 consumers across multiple European countries and, intriguingly, found that Brits were the most open to Chinese cars. "Some 60 per cent said: 'I don't care which country the manufacturer comes from'," Schupet says. "And five or 10 years ago, they might have had negative sentiment about Chinese brands – now they say China has better technology."

LOTHAR SCHUPET European CEO Zeekr (Geely)

"SOME 60 PER CENT OF BRITISH CAR BUYERS DON'T CARE WHICH COUNTRY THE MANUFACTURER COMES FROM"

Not every Chinese brand will succeed: it's critical to build a retailer network to sell and service the cars, Schmidt reckons. "The Chinese OEMs that stand the best chance of making a success in Europe are the ones that are already here."

And what does it mean for the European makers? "We just need to be better," concludes Zellmer.

WHO MAKES THE BEST CHINESE HYBRID?

There’s a tidal wave of Chinese SUVs hitting our shores, but are they any good? We test five new hybrid models to find out

Richard Ingram

Richard.Ingram@autoexpress.co.uk

IF you find yourself sitting in traffic or travelling down the motorway this week, take a look around you. What do you see? Chances are, there will be a handful of cars you barely recognise, from manufacturers and makers you've possibly never heard of. The Chinese automotive invasion is in full swing – and British roads are living proof of it.

It's quite unlike anything we've experienced before. When the Japanese started making inroads to the UK back in the sixties, the size of the new-car market was a fraction of what it is today. The Koreans came in the eighties and nineties, but it was decades before anyone took them seriously; the class-leading Hyundais and Kias we drive today are a far cry from the cars that brought the brands to Britain all those years ago.

But with the onslaught of electrification gathering momentum – hybrid, plug-in hybrid and full-EV accounted for more than half the market in September – buyers are at a crossroads. Many are asking whether now's the time to part ways with Peugeot, say 'au revoir' to Renault, or veto their Vauxhall. Some may even be ready to turn their back on Europe's big premium players.

But is there more to these state-backed SUVs than a temptingly low list price? Should they warrant your attention, and can they hold a candle to a car industry that has been operating without a new threat for the best part of three decades?

To find out, we've pulled together five Chinese hybrid newcomers to pick apart every key consideration that a potential buyer might face. We'll look at things like efficiency, practicality, kit and quality, as well as what they're like to drive, plus the most important point of all: value for money.

We've covered the infiltration of China in Europe fairly extensively; of the five brands here, only MG had a presence in the UK three years ago – and just one of the maker's line-up then still exists today.

The plug-in hybrid HS was only revealed in 2024, yet claims its title as the seventh best-selling car this year; as you read this, more than 25,000 will have been registered in 2025, via the company's 70-strong (and growing) dealer network.

BYD has risen from nothing, launching no fewer than eight separate models in a little more than two and a half years. The Seal U DM-i – another plug-in hybrid SUV – is a strong contender in the mid-size family SUV segment; 5,373 found homes in September, making it the country's sixth-biggest seller last month.

Of our quintet, the Jaecoo 7 is arguably the most intriguing. Despite the brand only launching in the UK early part of this year, it has shot to stardom almost overnight; the 7 is already the most searched-for car on Carwow's Find a Car service – knocking the Kia Sportage and Hyundai Tucson from their long-standing tussle for top spot.

But while the BYD, Jaecoo and MG all operate in the mainstream part of the market, the Omoda 9 is a different proposition. Starting from whisker less than £45,000, this is a 443bhp premium plug-in hybrid pitched as an alternative to cars like the Audi Q5 and BMW X3. While that sounds like a stretch, you might think differently when you consider the sizeable price difference; the Omoda is more than £13k cheaper than the statistically inferior X3.

The final car is the Haval Jolion Pro. It's from parent company GWM, which brought us the Ora 03 (formerly Funky Cat) and more recently, the Poer 300 pick-up. Unlike the BYD, Jaecoo, MG or Omoda, the Haval doesn't have a plug; instead, this full hybrid comprises a small battery, electric motor, and a 1.5-litre petrol engine, feeding power through a two-speed gearbox to the front wheels. It's also the cheapest car here by some margin.

> **"BUYERS ARE AT A CROSSROADS. MANY ARE ASKING WHETHER NOW'S THE TIME TO PART WAYS WITH PEUGEOT, SAY 'AU REVOIR' TO RENAULT, OR VETO THEIR VAUXHALL"**

The day starts at Brewpoint Bedford giving us the plug availability to hook up each of the PHEVs, while parking the Jolion Pro to one side. Of course, this task would normally be done at home, but for the fairness of our test, we want to charge each to 100 per cent before zeroing the trip computers.

And hereby presents our first challenge. The BYD, Jaecoo and Omoda all come with CCS fast-

WHAT WE CHOSE TO TEST AND WHY...

Haval Jolion Pro Ultra

Price: £29,995
Powertrain: 1.5-litre 4cyl petrol hybrid
Power/torque: 186bhp/375Nm
EV range: N/A
0-62/top speed: 9.0 seconds/115mph
Size (L/W/H): 4,470/1,898/1,625mm

MG HS PHEV Trophy

Price: £34,745
Powertrain: 1.5-litre 4cyl petrol PHEV
Power/torque: 295bhp/350Nm
EV range: 75 miles
0-62/top speed: 6.8 seconds/105mph
Size (L/W/H): 4,670/1,890/1,663mm

HAVAL
BX74 EDU
MG
LC74 OEM

PREPARATIONS The cars (above) were fully charged before the off, while everyone on the test team (below) had their 'tank' brimmed, too

Pete Gibson

CHARGING
With a PHEV, charging rate is key. There's no point using a rapid outlet if the car can't accept the charge quickly enough

Energy info. stat.
Fuel&Energy
Fuel&Elec
Power&Energy

Jaecoo 7 PHEV

Price: £35,165
Powertrain: 1.5-litre 4cyl petrol PHEV
Power/torque: 201bhp/310Nm
EV range: 56 miles
0-62/top speed: 8.5 seconds/112mph
Size (L/W/H): 4,500/1,865/1,680mm

Omoda 9 SHS

Price: £44,990
Powertrain: 1.5-litre 4cyl petrol PHEV
Power/torque: 443bhp/700Nm
EV range: 93 miles
0-62/top speed: 4.9 seconds/124mph
Size (L/W/H): 4,775/1,920/1,670mm

BYD Seal U DM-i Comfort

Price: £35,315
Powertrain: 1.5-litre 4cyl petrol PHEV
Power/torque: 214bhp/300Nm
EV range: 78 miles
0-62/top speed: 8.9 seconds/105mph
Size (L/W/H): 4,775/1.890/1,670mm

JAECOO
LP74 HFX
OMODA
MT25 ZUA
LC25 KGE

ON THE ROAD
Most of the cars on test drove well enough, but the Haval felt a couple of generations behind the rest

charge capability, but the MG makes do with a slower Type 2 connector. Astonishingly, the HS's dash readout tells us that charging from 65 per cent to full will take almost two hours drawing just 4kW. We head inside for a coffee.

Not wishing to do the MG a disservice, the three other PHEVs do, admittedly, offer quite a variety of charge speeds. The BYD, for example, peaks at just 18kW, which makes plugging in to an (expensive) rapid charger somewhat futile. That said, during our test, it pulled strongly from the start; we see 17kW at 26 per cent state of charge – suggesting we'll be at 80 per cent in just over half an hour.

The Jaecoo's 40kW maximum is considerably quicker, although you'd still need to weigh up whether 82 pence per kWh (on Osprey's flat rate charging tariff) is worth the expense. To our minds it's not – at that price, you'd need to average more than 5.3mi/kWh to match a petrol car doing 40mpg. It makes the act of plugging in away from home a fruitless endeavour – even if we notice the 7 replenishing at up to 33kW, deep into its extended charge curve.

The Omoda, meanwhile, beats some early EVs for ultra-fast top-up times. The BMW i3, for example, never exceeded 50kW, even late in its decade-long production run. This Chinese SUV, despite having a four-cylinder petrol engine and dual electric motors fed by a whopping 34.5kWh battery, recharges at up to 70kW – good for a theoretical 30 to 80 per cent refill in "just over 20 minutes". In reality, we see it slow to just 13kW at 78 per cent charged – at which point it trickles home barely any faster than the MG.

With the cars (and Auto Express staffers) all topped up to 100 per cent, we can zero the trip computers. In a process honed over several decades, most European cars can perform this menial task via the press of a single button on the steering wheel or dashboard. But as we find out, the Chinese want you to work for your lunch. We spend an inordinate amount of time resetting each car; the Haval takes the prize for being hardest to fathom – an issue we'll delve into further as the day progresses.

We'll be running each of the cars in their default drive mode, which varies between 'Eco' and 'Normal' across the five models. This seems like the fairest way to test, along with the climate controls set to a comfortable temperature and in their automatic setting; it's not a particularly warm day, so none of the systems will be working overtime trying to keep the cabin cool.

Our first destination is Milton Keynes, around 18 miles from our start point. It takes in a variety of roads, but nothing that our plug-in hybrids can't complete entirely on battery power. I begin proceedings in the Jolion Pro – not only because it's the most affordable car in our line-up, but also because its tiny battery means we'll be leaning on the petrol engine as soon as we leave base. It represents a total departure from the Volkswagen Golf I drove up to Bedford this morning – in more ways than one. I don't consider the Jolion to be quite the bag of nails that my colleague Jordan does (see his tester's note) but it does feel like the powertrain is writing a cheque that the chassis can't cash. The punchy electric motor means it feels more electric than some hybrids, certainly at low speeds, but pushing on through some of the faster, more flowing stretches close to Milton Keynes it feels out of its depth; the Kia Sportage, Nissan Qashqai and Volkswagen Tiguan are almost infinitely more composed, even if they cost considerably more in the first place.

But value comes down to more than list price. It's about the entire package, and too much lets the Haval down for it to represent even mediocre value for money. The cabin is spacious enough, but the 255-litre boot is tiny and leaves this family SUV more closely aligned to petrol city cars than even the most compact of crossovers.

Yet the most frustrating thing about the Jolion Pro is its glitchy infotainment system and frankly baffling user experience – something we've already experienced when trying to reset the car's trip computer. The instrument cluster, for example, shows its units in miles, while the central screen lists key information in kilometres – with seemingly no option to change it. The layout with which the stats are presented feels as if you need a doctorate to decipher, too. The less said about the stuck-on DAB aerial attached to the windscreen, the better.

It's refreshing, therefore, to hop from the Haval into the Jaecoo 7. Theoretically, of our four plug-in hybrids, this has the shortest electric-only range. Its maker claims it'll do 56 miles before needing to be plugged in – plenty more than first-generation PHEVs like the Mitsubishi Outlander, but still around 20 miles shy of both the BYD and MG tested here.

Despite looking a bit like a shrunken Temu Range Rover outside, the Jaecoo immediately feels better

JAECOO 7 TESTER'S NOTES

PHIL McNAMARA

"'Light', 'glutinous', 'like an errant toddler' – going back through my notes skewers the steering on all these cars bar the MG. The toddler in question was the Jaecoo 7, which needed a lot of attention to stay on course. But the drivetrain is pretty good, with decent punch and only serious acceleration firing up the petrol engine. Indeed the throttle triggers some torque steer, with the front end also skipping over bumps under acceleration. I love the simplicity of two big buttons to toggle between pure electric and hybrid, but wish Jaecoo had applied the same effort to the window switches."

OMODA
Powertrain was switching into fuel-using mode without any of our testers being aware

HAVAL
BX74 EDU

HAVAL
Jolion Pro came in for some scathing comments, because it felt really unrefined and imprecise on the road

“I DON’T CONSIDER THE JOLION THE BAG OF NAILS THAT ONE COLLEAGUE DOES, BUT ITS POWERTRAIN IS WRITING CHEQUES ITS CHASSIS CAN’T CASH”

HAVAL JOLION PRO TESTER’S NOTES

JORDAN KATSIANIS

“The Jolion Pro feels like a developing-market car that’s been modified to sell in Europe. The Haval has been stuffed with a relatively powerful hybrid powertrain and technology interfaces that were never initially designed to fit. Everything feels imprecise, from the ride and handling, which is stiff-legged and unsophisticated, to the body roll and steering that’s unable to really handle the torque being produced by the powertrain. Despite decent pick-up from the e-motor and the ability to manoeuvre on battery power alone, the engine is noisy, with a tendency to drone under heavy loads or at high speeds.”

MT25 ZUA
LC74 OEW

CUT ABOVE
The Omoda (above left) and MG feel like well developed products that deserve to steal sales from the big-name Euro brands

built. There are premium-ish materials dotted around, the centrepiece of which is a large, tablet-like infotainment screen in the middle of the dash.

The chunky central transmission tunnel houses a big storage cubby, two cup-holders and a pair of wireless phone chargers, one of which is cooled via a tiny fan – a certified boon for anyone who has had their device overheat while attempting to run media and maps simultaneously via Apple CarPlay or Android Auto. Window switches that operate in the opposite direction to what you expect can be filed in the irrationally annoying column, however.

Being able to cover more than a few metres on electric power makes the Jaecoo feel much more

COMFORT
The BYD has soft suspension, which makes it comfortable on rough surfaces

INTERIOR
BYD is competitive on price, and has a cabin that feels premium. It's a fine place to while away motorway miles

mature – and modern – than the Haval, but with less than 20 miles on the trip computer, we're still a long way from needing the petrol engine to take over proceedings. Pootling around town, the 7 is a perfectly agreeable thing to drive, keeping up with traffic and manoeuvring elegantly through gaps and over street furniture. The ride's a little fidgety, but far from a dealbreaker.

However, things start to come undone as we increase the pace. Milton Keynes is famous for its countless roundabouts and quick dual carriageways – and neither of them feels like the 7's friend. The front end often appears to be disconnected from the driving experience, and mid-corner bumps upset the car's balance.

Despite these faster runs, all while trying to keep up with editor-at-large Phil McNamara in the Omoda, the Jaecoo manages 53 miles (just three miles short of its publicised official range) before flashing up a warning message on the sharp 13.2-inch touchscreen: "The battery of your vehicle is low. It is recommended to switch to the intelligent power saving mode," it reads.

At this point, with 17 per cent battery remaining, the car automatically fires up the petrol engine. It does mean that, in theory, the Jaecoo could go further on electricity, but the car's clever internals preserve a certain level of charge. Once the engine kicks in, we see the battery level climb; the Jaecoo refuses to operate solely in EV mode until the cells are sufficiently replenished.

Now, I switch into the BYD, which alongside the MG, should manage more than 70 miles before defaulting to petrol power. Yet exactly as in its competitor, the Seal U DM-i's battery readout is still showing around 20 per cent charge when the display shows zero miles remaining. We've covered just over 66 miles on electric power at this point, giving the BYD the third longest EV range of the cars on test.

MG HS PHEV TESTER'S NOTES

ALASTAIR CROOKS

"The MG seemed better able to stick with EV power than the others; the 181bhp electric motor has enough poke on its own, and even at motorway speeds the petrol engine isn't required and therefore doesn't force the car to switch to HEV mode. The steering in the MG is the best of the bunch, even if it's a little delayed in its responses. Ultimately, it felt the most European of the cars we tested – perhaps a little brittle over rough ground, but soft suspension helps give it a comfortable ride overall. It settled down on the motorway, too – thanks at least in part to that well calibrated steering."

As the miles tick by, I barely notice the transition from electric to combustion power, and if I hadn't been monitoring the range readout on the dash, I think it would have passed me by entirely. The switch in the BYD feels smoother than it did in the Jaecoo, adding to a strong overall sense of comfort and refinement.

I'm thankful to be driving the BYD for our chunky stint north towards Leicester, on an unusually free-flowing M1 motorway. This confirms my thoughts from driving the Seal U DM-i on the international launch last year, in that the softly sprung SUV is better suited to this kind of route, rather than rural roads with fast changes of direction. If this tallies with your driving style, or you spend a lot of time in town, the BYD is a perfectly pleasant place to be.

With the novelty rotating touchscreen in its landscape orientation, we can sit back and revel in the Seal U's premium-feeling interior. It doesn't offer Mercedes levels of luxury, but for the price (from £33,315 in base Boost trim) it's easily a match for its mainstream European rivals. It trumps almost every one of them for space, too; the BYD feels big, both in terms of its outright footprint, as well as roominess inside. The raised driving position gives a good view out, and you won't struggle to fit taller adults in the back. Its boot is slightly on the small

“I’M THANKFUL TO BE DRIVING THE BYD FOR OUR M1 STINT. THE SOFTLY SPRUNG SUV IS BETTER SUITED TO THIS ROUTE”

BYD SEAL U DM-I TESTER’S NOTES

RICHARD INGRAM

“The BYD Seal U is arguably the car I have the least to say about, which in itself, tells you everything you need to know. Yes, it’s handling is a bit floaty, but the in-car technology is on point, and it displayed reasonable efficiency. It also had a strong 66-mile battery range. But answer me this: why fit a CCS rapid-charge connector to a car that can pull barely 20kW on a suitable DC public charger? No one’s going to plug it in away from home – and it just adds unnecessary cost and complexity to a car that could be even more of a bargain than it already is.”

side though, and there's only a little under-floor storage, so the charging cables will need to sit alongside your luggage.

While I've been driving the BYD, Phil notes that the MG's battery manages just one mile shy of its official, WLTP-stated maximum. The fact it has returned 74 miles of electric-only running over such a varied – and often high-speed – test route is astounding. Unless the Omoda can surpass its quoted 93-mile range, the HS will take the crown as the model that comes closest to its advertised numbers, which as we well know, is no mean feat.

As I swap into the Omoda at our next stop, I get an almost identical message to that in the Jaecoo – no surprise considering both are owned by parent company Chery – suggesting the car is set to switch into its intelligent power-saving mode. There's some confusion, however, because the trip readout is showing 102.9 miles covered since we set off – 10 miles more than its official figure.

Delving into the car's menus, I notice a tab that lists the amount of fuel used since we reset the trip computer: 4.2 litres. It seems the Omoda has been secretly sipping petrol without any of us realising, which is credit to its refined powertrain, of course. But it poses a problem when analysing efficiency, and forces us to think on our feet.

Resetting the trip once again, we keep an eye on how many miles we cover before using another 4.2 litres of fuel – before subtracting that number from the 102.9 miles we'd previously covered. The result is around 26 miles – suggesting the Omoda 9 is capable of 76-77 miles in EV mode. That makes it the longest-range PHEV here, but hands the MG the award of coming closest to its maker's claim.

My biggest takeaway to this point is that the Omoda is definitely the car with the chance of pulling premium prospects away from European stalwarts such as Audi, BMW and Mercedes. It feels heavy, stable and well engineered – aside from the grabby brake pedal, that is – with plenty of high-end materials and features in the cabin. The twin-screen infotainment system is encased within a single, curved display, while the chunky rotary dials on the centre console operate with a lovely tactility. The hard trim on the centre armrest is exactly where you rest your elbow, though.

My final stint back towards base comes courtesy of the MG. As mentioned, this is the brand with the most recognition in the UK, even if you discount the equity it built assembling classic MGBs in the sixties and seventies, or MGFs in the late nineties. It certainly feels the most familiar, and the most akin to a European, Japanese or Korean SUV. Quality is good enough considering the price, and refinement is excellent – even on rougher roads or concrete sections of motorway.

Although the battery is, in effect, empty, the car still manages to juggle its power sources without much interruption – pulling away using the electric motor, before engaging the combustion engine as needed. The steering is a little slow, but the benefit of this is that it doesn't feel at all twitchy on faster roads, making it a relaxing thing to drive.

It's quite the contrast to the almost incessant beep and bongs that have accompanied our test today. None of these Chinese SUVs is immune from the relentless, nannying safety aids that their makers will claim are there to help you, when in reality, they do more to distract you than focus your attention on the road ahead. They can be turned off, of course, although rarely very easily; this is a distinct point of difference whereby European rivals better cater to localised tastes, and an undisputed area for improvement when

A 45
A508
N1
BX74 EDU

"IT SEEMS THE OMODA HAS BEEN SECRETLY SIPPING PETROL WITHOUT ANY OF US REALISING, WHICH IS OF GREAT CREDIT TO ITS REFINED POWERTRAIN"

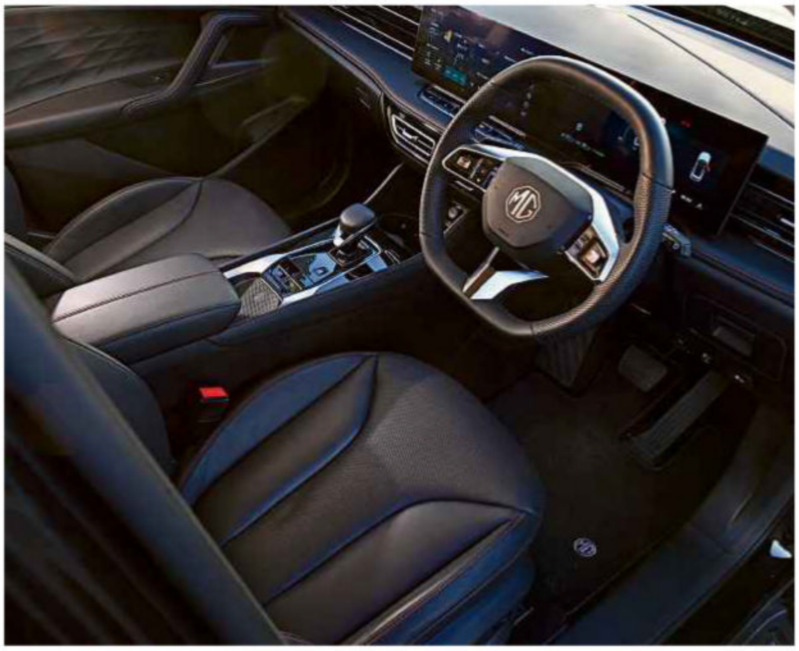
DOUGHNUTS The Auto Express test team was fuelled throughout the day by confectionery

LP74 HFX
MT25 ZUA

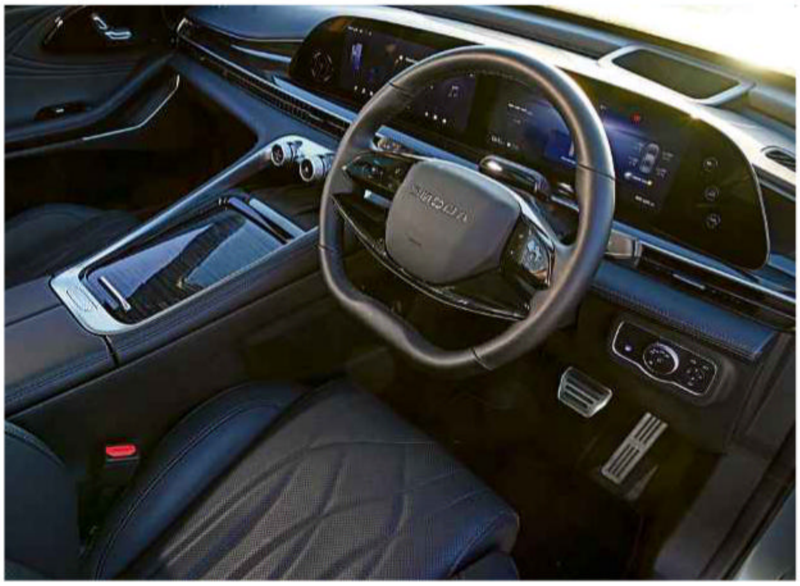
OMODA 9 TESTER'S NOTES

DARREN WILSON

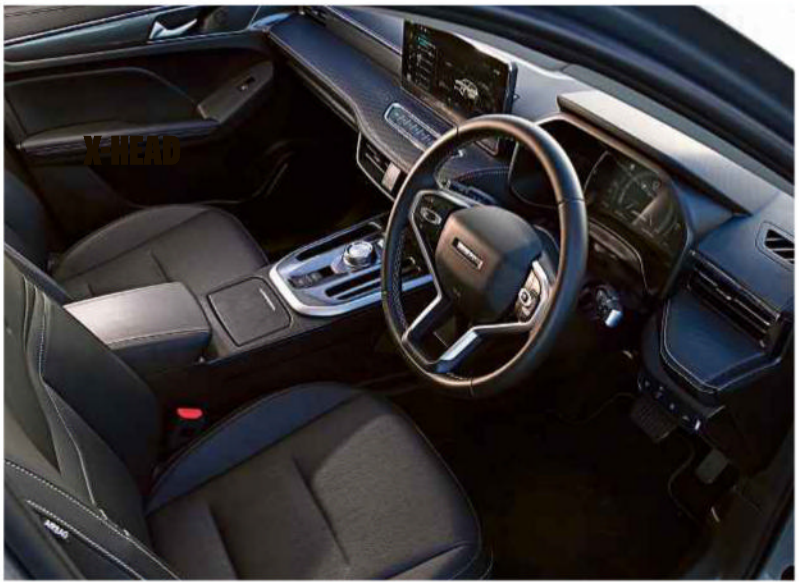
"The Omoda's interior was simple to navigate. It let me set a nav destination and control the air-con with centre dials; I found the whole thing pretty premium, which it should be. Drive-wise, however, it felt a bit heavy and underpowered – and certainly shy of Omoda's claimed 443bhp. At one point, I took a sharp corner at speed, and the body roll was truly nasty. Saying that, I liked it better than the Jaecoo, which felt rather loose at the front end. Perhaps most telling was how much I enjoyed hopping back into my Cupra at the end of the day; the difference in how the two cars drove was marked."



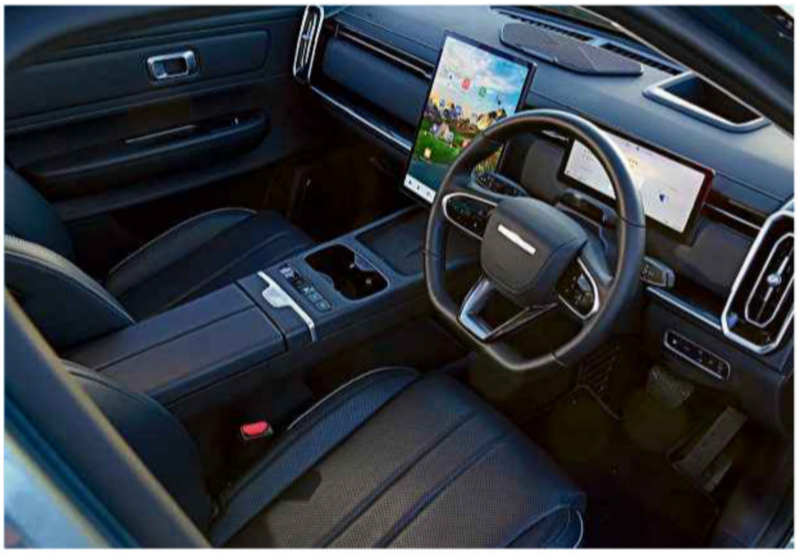
MG HS Cabin feels nicely put together using decent-quality materials. This top-spec Trophy version comes with a vast amount of kit as standard



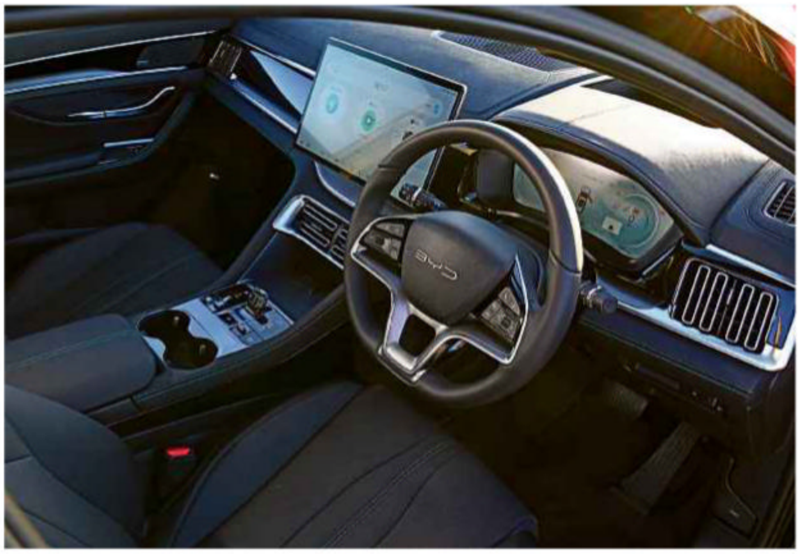
OMODA 9 The interior of the Omoda feels like a grade above those in the other cars here. It could rival the premium German brands for quality



HAVAL JOLION PRO If there's one car here that fails miserably, it's the Jolion Pro. The infotainment system's user experience is genuinely dreadful



JAECOO 7 There's a vast amount of storage in the 7, most notably the huge cubby between the front seats. Wireless charging pad is cooled, too



BYD SEAL The inside of the BYD is a genuinely pleasant place to be, and as well as the classy-feeling trims there's also a vast amount of cabin space it comes to the new brands convincing British buyers that we really should take these Chinese newcomers seriously.

One final calculation that needs completing before we sign off is an assessment of average fuel economy after the hybrid batteries ran out of charge. No car shamed itself in this regard – it seems days of lugging around a heavy battery for little to no benefit are behind us, although some performed better than others.

Indeed, we didn't expect the lightweight Haval to finish bottom of the pile; 44.1mpg is by no means disastrous, but without the hefty high-voltage battery of its competitors, we expected more. Both the MG and Omoda managed to return 44.8mpg, which shows the latter in a particularly positive light given it's also the heaviest car here, and the only one that exceeds two tonnes.

The BYD returned a strong 47.9mpg with a discharged battery, which is comfortably more than you'd expect for a petrol or even hybrid car of this type – the revised Kia Sportage managed just 43.8mpg in our latest road test.

But the true champ when it comes to engine-on fuel economy was the Jaecoo 7 PHEV, which posted a solid 51.4mpg on the trip computer. While we wouldn't recommend doing so, it provides proof that if you wanted or needed to, you could run any one of these without fear it's hammering your bank balance – even without plugging it in at every opportunity.

VERDICT:

IT'S difficult to rank these cars in any definitive order, given that only a couple can be considered direct rivals. That said, if push comes to shove, which of these Chinese newcomers should command your hard-earned cash, and which – after a constricted, short and snappy lifecycle – should be consigned to the history books?

To answer the latter part of that question, the only car we truly struggle to recommend is the Haval. It might be cheap, but it's far from cheerful. The driving experience is lukewarm at best, while the infuriating infotainment and general user experience is nothing short of appalling. It's rare that a company gets the fundamentals so wrong, but the Jolion Pro is a car that falls so far short of European tastes that it should be sent back on a boat to the country it came from. Buy a used Nissan Qashqai e-Power – you won't regret it.

The Omoda 9 sits at the opposite end of the scale. But while it might cost almost twice as much as the Haval, it's unquestionably twice the car. There's little wrong with it, in all honesty, aside from the lacklustre drive and grabby brakes, but at this price point it needs to do more to stand out. It's difficult to see buyers chopping in their premium-badged BMWs for the chance to drive an Omoda – even if the 70-odd miles of electric running could work wonders for your company-car tax bill.

The most well known models each do just enough to warrant significant attention if you're in the market for an electrified family SUV that can do everything their European counterparts can but for a fraction of the price. The Jaecoo is the most design-led (or should that be Range Rover design-led?) of the three remaining candidates, but it's let down by a floaty, sometimes disconcerting driving experience. Strong ICE efficiency and a reasonable EV range claw things back, but ultimately, the 7 falls short of both the BYD and the MG.

The BYD is an attractive proposition, both in this company and in its own right. The company's ambition cannot be overstated, and the billions it's pouring into R&D is served well in the Seal U DM-i. It's better suited to urban journeys or longer motorway trips, but the comfy cabin and snappy infotainment mean it's no chore to drive. A strong EV range means it pips the Jaecoo.

Probably the biggest compliment we can pay the MG HS, which is our undisputed champion in this company, is that it felt the most European of all the cars tested here.

We found the HS to be impressively refined on the motorway, with little wind or road noise and a comfortable ride. Yet none of that came undone when it was faced with a challenging A or B-road – the slower steering stopped it feeling too alert or twitchy, and well contained body roll prevented its occupants from being thrown about too much.

Factor in the bargain price (our car was the top-spec Trophy version, but the cheaper SE starts from just a fraction more than £32k) and a hybrid battery range that falls just one mile shy of the manufacturer's claim, and you've got a spacious family SUV that should be as easy and rewarding to live with as anything with a Skoda or Volkswagen badge on the bonnet. The MG HS PHEV is about as good as Chinese cars get.

RESULTS

Car	Price	Powertrain
1. MG HS PHEV Trophy	£34,745	1.5-litre 4cyl petro
2. BYD Seal U DM-i Comfort	£35,315	1.5-litre 4cyl petro
3. Jaecoo 7 PHEV	£35,165	1.5-litre 4cyl petro
4. Omoda 9 SHS	£44,990	1.5-litre 4cyl petro
5. Haval Jolion Pro Ultra	£29,995	1.5-litre 4cyl petro

INVASION
The Chinese manufacturers are coming, but many still have a way to go before they can match European rivals

OMODA
MT25 ZUA

FINAL RANKINGS

1. MG HS PHEV
2. BYD Seal U DM-i
3. Jaecoo 7 PHEV
4. Omoda 9 SHS
5. Haval Jolion Pro

	Battery capacity	Official EV range	Distance covered	% of official range	Charge rate	ICE test economy
l PHEV	24.7kWh	75 miles	74 miles	98.6	7kW (AC)	44.8mpg
l PHEV	26.6kWh	78 miles	66 miles	84.6	18kW (DC)	47.9mpg
l PHEV	18.3kWh	56 miles	53 miles	94.6	40kW (DC)	51.4mpg
l PHEV	34.5kWh	93 miles	76 miles	81.7	70kW (DC)	44.8mpg
l hybrid	1.7kWh	N/A	N/A	N/A	N/A	44.1mpg

> **“THE MOST WELL KNOWN MODELS EACH DO JUST ENOUGH TO WARRANT SIGNIFICANT ATTENTION IF YOU’RE IN THE MARKET FOR AN ELECTRIFIED FAMILY SUV”**

JAECOO
LP74 HFX
LC74 OEM
LC25 KGE
GWM
BX74 EDU

AUTO EXPRESS

BUILT IN CHINA – BUT YOU MIGHT NOT KNOW IT

WUHAN CLAN

One in 10 cars sold in the UK are made in China. But not all of them are from Chinese brands. Do you know your Ningde from your Chengdu?

Ellis Hyde

Ellis.Hyde@autoexpress.co.uk

CHINA reportedly produced more than 31 million cars last year alone – almost double the amount cranked out across the whole of Europe. Indeed, many big European brands have capacity in China, either building cars in joint ventures for the domestic market, or assembling them for export.

So you could have been driving a 'Made in China' car without realising it – like these 10 dual-nationals, for example...

1. Dacia Spring

Made in: Wuhan

YOU seriously never wondered how the Dacia Spring could have a price tag of just £15k? Being built in Wuhan isn't the only reason, of course, but it will certainly have helped this urban runaround earn the title of Europe's cheapest EV. It's produced there as part of a joint venture between the Renault Group and the Chinese manufacturer Dongfeng.

However, because the Spring is made in China, it's now slapped with an import tariff when entering the EU. Amazingly, this hasn't affected the price at all, but it explains Dacia's decision to produce the Spring's successor – which was hinted at by the mega-boxy Dacia Hipster concept – in Europe.

2. Cupra Tavascan

Made in: Anhui

THE Cupra Tavascan was named after a small Spanish village in the heart of the Pyrenees, just outside Andorra, and designed in the sporty brand's home of Barcelona. Yet it's built some 6,000 miles away in the Volkswagen Group's Anhui factory, because apparently production capacity in Europe is too limited.

Curiously, it seems enough for Audi, Skoda, Volkswagen and even Ford, because all their cars that use the same MEB platform are built in Europe. Even the Cupra Born electric hatch, which sits on the same architecture, is assembled in Zwickau, Germany.

7. MINI Cooper Electric

Made in: Zhangjiagang

THE MINI Cooper is a British icon and the modern iteration of the beloved hatchback is famously built in the same Oxford plant that made the original Morris Mini. Or rather, the petrol-powered models are; the new Cooper Electric is made in Zhangjiagang, in Jiangsu Province, as part of a joint venture between BMW and the Chinese automaker Great Wall Motor, which helped develop the car's platform.

MINI had announced it would move production of the Cooper Electric to Oxford, but we revealed those plans were put on ice in February due to slower-than-expected EV uptake.

3. Lotus Emeya

Made in: Wuhan

WHILE the Lotus Emira sports car is still built at the company's spiritual home of Hethel, in Norfolk, its 'lifestyle' EVs are built in China. That's because Lotus is one of the several European brands in which Geely has a majority ownership stake. The Emeya hyper-GT, along with its more practical yet no less malicious-looking sibling, the Eletre luxury SUV, are both built in Wuhan.

They are both based on the so-called 'Electric Premium Architecture' (EPA), which Lotus engineered but was derived from Geely's own, snappily named 'Sustainable Experience Architecture' (SEA) vehicle platform.

4. Tesla Model 3

Made in: Shanghai

IF you buy a brand-new Tesla Model Y in the UK today, it will be built in the company's gigafactory outside Berlin, Germany. However if you don't need the extra space and go for the closely related Model 3 saloon instead, that will be assembled in Tesla's Shanghai plant.

The game-changing EV has been built there since 2019 and, interestingly, some owners found the Chinese-made Model 3s had better fit and finish than the earlier models that came out of Tesla's first facility in Fremont, California.

> "SOME OWNERS FOUND THE CHINESE-MADE MODEL 3s HAD BETTER FIT AND FINISH"

5. Volvo ES90

Made in: Chengdu

VOLVO is one of Sweden's most famous exports, along with IKEA, ABBA and pickled herring. You'll even find little Swedish flags inside its cars as a nod to the homeland of this safety-obsessed and much-respected brand. But, as you've probably realised, it's also part of the Geely family these days.

Volvo has plants that produce different models all over the world, from Sweden to South Carolina, and of course, some in China. Its facility in Chengdu is where the all-new, all-electric ES90 executive saloon (see Top Story, page 6) is being built.

6. Smart #1 Made in: Xi'an

THE quirky car brand Smart was created in the nineties by the businessman who created the Swatch – yes, seriously – with the help of Daimler, parent company of an up-and-coming outfit called Mercedes-Benz.

Today, Smart is a 50:50 joint venture between Mercedes and Geely. It builds all its cars in China and the first model launched under this new partnership was the Smart #1 in 2022. Like all the brand's most recent offerings, it combines European design with the latest technology from China, although neither side has claimed responsibility for the bizarre hashtag-based naming strategy that also began with the #1.

8. MINI Aceman

Made in: Zhangjiagang

UNDERNEATH, the latest MINI Countryman is based on the BMW X1, so it's built in Leipzig, Germany, which in turn will have helped make it eligible for the UK Government's Electric Car Grant (ECG) that trimmed £1,500 off the premium, family-friendly SUV's price tag.

But the smaller, slightly funkier and all-electric MINI Aceman sits on the same EV platform as the Cooper Electric (left), so it makes sense that they're built in the same facility in Zhangjiagang and neither receives any money from the ECG.

9. Polestar 5

Made in: Chongqing

THE Polestar 5 was developed in Coventry, with over 280 engineers working on the four-door flagship GT and its bespoke, bonded-aluminium platform. Sadly, the car won't be built here. Polestar may be the sportier spin-off of Volvo, but it was established as a separate brand only after Geely acquired the Swedish firm.

So far, all Polestars have been made in China, including the Polestar 1, plus the Polestar 2, 3 and 4 EVs. However, the Polestar 7 coming in 2028 will be built in a new factory in Slovakia, shared with Volvo.

10. MG Cyberster

Made in: Ningde

THE MG Cyberster is supposed to hark back to the British brand's origins as a maker of lightweight two-seat sports cars.

However, although classics such as the MGB and MG TF were built here in Blighty, the Cyberster – like all of MG's cars since it was acquired by SAIC – is manufactured in China. The city of Ningde to be exact, in the same factory where the MG4 hatch, MG HS mid-size SUV and others are assembled.

THE CHINESE POWER LIST

WE RANK THE UK's CHINESE BRANDS FROM 17 to 1

Confused by the flood of unfamiliar names hitting the UK car market? Our countdown will reveal all

17 SKYWELL

UK importer Innovation Automotive is trying to grow fledgling brand

SKYWELL sounds like a James Bond blockbuster, but is the minnow of the Chinese EV pack. Skyworth Auto emerged from a Nanjing bus company eight years ago, and the BMW X3-sized BE11 crossover is the first car. The long-range version covers up to 304 miles and costs £39,995, while the 248-mile standard range version is £3,000 cheaper.

It's yet to make much UK impact; Skywell needs to convince leasing firms to offer a standalone car with unproven used values. Reinforcements arrive in 2026 with the '233' electric panel van and the Q hatchback, an MG4 rival. A big saloon may follow.

UK MODELS: Just the BE11 for now

OUR PICK: Nothing stands out; the BE11's range and charging are unimpressive

HOW BIG IN CHINA? Automotive spin-off from a electronics and commercial vehicle group

2024 GLOBAL EXPORTS: Not disclosed, but a future target is 50,000 units

2025 UK REGISTRATIONS: 20

RETAILER NETWORK AND WARRANTY: 15 family-run dealers, plus two standalone service centres; seven-year/100,000-mile warranty

WE SAY: Skywell will be the acid test to see if a small player can crack a market dominated by big-spending BYD and established player MG

> **"SKYWELL SOUNDS LIKE A JAMES BOND FILM, BUT IS THE CHINESE EV PACK MINNOW"**

16 MAXUS

Early adopter of EV power focuses on commercial vehicles, and plans to grow

MAXUS specialises in commercial vans and pick-ups in both diesel and all-electric forms, and is part of the huge SAIC Group that also owns MG. Unlike MG, though, its products are brought into the UK by a third-party importer, which specialises in other commercial brands such as Isuzu.

If you're thinking to yourself that you don't really recognise the Maxus badge, you would be forgiven, because its models were previously sold under the LDV name, or Leyland DAF Vans. In its modern context, the manufacturer is an early adopter of electric power in commercial vehicles, with all Maxus vehicles either designed for, or available with, a battery-electric powertrain, including the Mifa 9 luxury multi-purpose vehicle.

UK MODELS: Four passenger vans and pick-ups, six commercial vans

OUR PICK: Mifa 9 electric people carrier

HOW BIG IN CHINA? Strong in LCV and pick-ups

2024 GLOBAL EXPORTS: Not available

2025 UK REGISTRATIONS: Not available

RETAILER NETWORK AND WARRANTY: 90; five-year/62.5K or 100k-mile warranty

WE SAY: Maxus vans have largely gone under the radar. The pick-ups and passenger vans don't hold much weight, despite good EV adoption

TWIST & TWIST LOUNGE

15 GWM POER

New pick-up truck entrant has got the (pricing) power

POER wants to shake up the pick-up market with the classic formula for a new entrant: big vehicle at (relatively) small price. Enter the Poer300, an old-school, ladder-frame pick-up running a gutsy diesel engine. The truck brand from Great Wall Motors (GWM), Poer is pronounced 'power' and – sound the lost-in-translation alarm – supposedly stands for 'Powerful, Off-road, Enjoyable and Reliable'. It's a bit too soon to tell on the latter, given that the Poer300 only launched in the UK in September.

It's fine to drive and competitive on spec; the £31,495 Lux is the cheapest pick-up around, yet features wireless phone charging, park assist and lots of ADAS features. And the mid-spec Ultra cleverly tackles that perennial 'clambering into the load bay-challenge' with a step folding out from the tailgate. At 5.4 metres long, it's absolutely huge, with a 1,050kg payload.

GWM importer IM says it's targeting farmers and builders, in the hope of shifting 1,000 a year.

But lifestyle pick-up sales are a pipe dream now that double-cabs incur company-car tax: puffing out 221g/km of CO_2 places the 300 in the top tax bracket. Ouch.

It's not the first Chinese pick-up: GWM took that honour in 2012 with the Winglet 5, which was called the Steed over here. Funny that.

UK MODELS: Just the one pick-up

OUR PICK: Erm, the Poer300

HOW BIG IN CHINA? Part of Great Wall Motors, which has made 1.23 million vehicles

2024 GLOBAL EXPORTS: 453,141 (37 per cent of total sales)

2025 UK REGISTRATIONS: 25

RETAILER NETWORK AND WARRANTY: 47 GWM dealers/service centres; five-year/125,000-mile warranty

WE SAY: Poer will always be a niche maker, but it boosts choice in the pick-up truck market and keeps price pressure on rivals

14 GWM HAVAL

Havals are budget SUVs from Great Wall. Tomorrow looks tastier than today

STEP into the Haval Jolion Pro and step back in time to when Dacias felt like an impoverished collection of old Renault parts, or when noisy Toyota hybrids drowned you in flailing revs.

That's not to dismiss the Jolion Pro out of hand: its £23,995 price tag makes it one of the cheapest hybrid SUVs on the UK market. And that's Haval's positioning in a nutshell – it's Great Wall Motors' budget SUV brand.

Importer International Motors launched Haval in early 2025, needing to extend its offer beyond the Ora EV brand and buoyed by the Jolion Pro reaching the giddy heights of Australia's third best-selling sub-compact SUV. The model is 4,470mm-long, which makes for decent cabin space, although the boot is tiny. The JP may pull away in electric mode, but that's not enough to unlock more than 47mpg.

More interesting is what comes next. GWM is assessing the H9, a BMW X5-sized boxy SUV that, like many SUVs, looks like it owes the Land Rover Defender royalties. Available in China with four-cylinder petrol and diesel engines (the one in the Poer300), expect the Australian market to unlock right-hand drive to enable UK sales in 2026. The H6 – a crossover SUV sitting between the two in size and running petrol and hybrid engines – is also waiting in the wings.

UK MODELS: Jolion Pro

OUR PICK: Wait for the H9 SUV

HOW BIG IN CHINA? Part of Great Wall Motors, which has made 1.23 million vehicles

2024 GLOBAL EXPORTS: 453,141 (37 per cent of total sales)

2025 UK REGISTRATIONS: 126

RETAILER NETWORK AND WARRANTY: 47 GWM dealers/service centres; seven-year/unlimited-mileage warranty

WE SAY: The H9 will make or break Haval; the Jolion Pro wasn't the finest start point, and could put plenty of people off in the short term

13 GWM ORA

The Funky Cat has been put down, but there's plenty of life in the Ora brand yet

FUNKY Cat sounds like something you would have done at New York's Studio 54 during disco's peak. But car fans know it was the kooky model name of the EV that launched the Ora brand in the UK.

Sadly, the Funky Cat name is no more: the electric supermini has been rebranded as the 03. Ora's owners, Great Wall Motors, have clearly decided that, on balance, the irresistible shareability of such a daft name is more detrimental than an anonymous badge that could be a Smart or a Polestar.

The 03 was one of the first supermini-sized EVs, although that's no longer a sales advantage. Under that timewarp design lurks hardware shared with the MINI Electric: a joint venture between MINI and GWM assembles the pair. The 03 has a choice of 43kWh and 63kWh batteries, with ranges of 193 and 248 miles, and a flagship GT version, with a bodykit, diamond-turned 18-inch alloys and launch control. Yet it only has 169bhp – the same as the base-spec car.

Ora was set to be GWM's sole UK brand. But the EV transition's slowing momentum triggered the arrival of Haval and Poer, with Ora dealers rebranded to GWM and now also offering the hybrid SUV and diesel pick-up. Yet Ora will remain a pure-electric brand.

A plan to import the Ora 07, a retro saloon similar in length to an Audi A5, has been axed, with insufficient sales projected at its £40k-plus price. Instead, the 5 – note yet another naming approach – is set to arrive in 2026. It's an SUV that shares the 03's look, but is similar in size to a Nissan Qashqai. Expect a 201bhp front motor and a lithium-iron phosphate battery. The 5 will give Ora a boost, and help secure new retailers to build GWM's UK presence to 80 – backed up by importer IM Group's aftersales depot in the Midlands.

UK MODELS: Just the 03 (née Funky Cat) so far

OUR PICK: A Renault 5

HOW BIG IN CHINA? Part of Great Wall Motors, a 1.23 million-vehicle maker

2024 GLOBAL EXPORTS: 453,141 (37% of total sales)

2025 UK REGISTRATIONS: 268

RETAILER NETWORK AND WARRANTY: 80 dealers; five-year/unlimited-mileage warranty

WE SAY: Will struggle to cut through with Renault, MINI and Fiat successfully mining genuine heritage

THIRD DEGREE
The Chinese-built Emeya GT is Lotus's third electric car, following the Eletre and Evija

12 LOTUS

This year has been disastrous for Lotus. Will 2026 start on a positive note?

ALTHOUGH not a new name, Lotus's brand is rising from the ashes to a new beginning under Chinese giant Geely. And next spring, the struggling car brand is expected to unveil the first of its 'hyper hybrids', sidelining its dream of a transformation off the back of EV sales.

The Eletre SUV, the first of Lotus' electric 'lifestyle' range, will be the recipient. It will live up to its 'hyper' billing: total system output can reach 1,395bhp, enough power for a genuine hypercar, let alone an SUV. The flagship electric Eletre – with an excess of 900bhp – can hit 0-62mph in 2.95 seconds. This hybrid should be barely any slower.

The powertrain, already public in Zeekr's 9X, throws the technological kitchen sink at these luxury SUVs. There's room for a 70kWh battery, bigger than lots of pure EVs'. A 900-volt architecture helps it fast charge from 10 to 80 per cent in less than 11 minutes.

But the car should feel like a brutally fast EV to drive, due to its range-extender operation. The 2.0-litre turbo engine strictly powers the energy cell, which in turn spins two punchy electric motors on the rear axle and one on the front. The 9X ekes 746 miles from a fully charged battery and its 50-litre fuel tank: the Eletre has a similar stature, so that should be a good indication of range.

The hyper hybrid can't come to market soon enough. Lotus deliveries dropped by 43 per cent to just 2,813 cars in the first six months of this year. US sales are off limits for the Chinese-built Eletre and Emeya sports saloon, and EU imports face a 30 per cent tariff. No wonder China has accounted for the bulk of EV deliveries, but the Wuhan factory's capacity is about 2,500 times current demand.

Plus Hethel, Lotus's plant in Norfolk, has veered from one crisis to another. Deliveries of the Emira sports car plunged by 64 per cent between January and June, hurt by tariff uncertainty stalling US deliveries for four months. Lotus Technology boss Feng Qingfeng asked for a review into options to stop Hethel's losses, including shuttering it: the plan leaked and owners Geely were forced to backtrack. And a further round of 550 redundancies rocked the site in late August. The hope is that other car brands could boost productivity with low-volume contract manufacturing. Geely's 2017 takeover was meant to transform Lotus, but losses today are far greater, despite a $3bn (£2.23bn) investment.

UK MODELS: Eletre and Emeya EVs, Emira coupé, Evija hypercar

OUR PICK: They're all great

HOW BIG IN CHINA? Tiny: the Chinese shift to homegrown brands has come at the wrong time

2024 GLOBAL EXPORTS: Around 9,000

2025 UK REGISTRATIONS: 1,098

RETAILER NETWORK AND WARRANTY: 16 dealers; five-year, 100,000-mile warranty (EVs), three years on Emira

WE SAY: Lotus is the car company that can't catch a break. Can Geely change its luck?

11 SMART

Once Daimler's arm creating cars for Euro cities, now China's toe-in to German workings

UK MODELS: #1, #3 and #5

OUR PICK: #5 offers a strong package, but is far away from Smart's comfort zone

HOW BIG IN CHINA? 76,000 global sales, (39,000 units in China)

2024 GLOBAL EXPORTS: 37,000 units (approx)

2025 UK REGISTRATIONS: 1,894 units

RETAILER NETWORK AND WARRANTY: 34 dealers; three-year/unlimited-mileage warranty

WE SAY: The upcoming #2 will need to bring back Smart's original spirit of automotive innovation

YOU might think you know Smart, but the firm is a world away from polycarbonate body panels and sub-three-metre city cars in 2025. That's because this very European brand has headed east thanks to a unique part-ownership deal between Mercedes and Geely. This sees Geely largely responsible for the development and manufacture of Smart's models, with Mercedes overseeing design and distribution in Europe. In 2019, Geely acquired 50 per cent of Smart as part of a wider joint venture with Mercedes.

However, the core of Smart's identity – the two-seat ForTwo – was taken off sale without a direct replacement soon after that acquisition. Smart now only sells much larger and more generic all-electric models that are developed in China with Geely underpinnings for global markets, making it, in effect, a Chinese brand.

The range is currently made up of three models, all with a 'hashtag' prefix attached. The #1 is a 4.3-metre-long crossover that shares its underpinnings with the Volvo EX30, while the #3 takes that same package and puts on a sleeker body.

Yet it's the #5 that is arguably the most ambitious model yet: this medium-sized SUV is more than 4.7-metres long, taking the notion of a Smart furthest away from its heartland. But are these cars any good? Inherently, no Smart is a duffer, but then none is a class leader in terms of tech, performance or efficiency, either.

There is one very big change coming, though. The ForTwo is being reimagined, with a two-seat city-friendly #2 coming in 2026. Smart CEO Dirk Adelmann told us this year how the development process is being balanced between Mercedes and Geely, saying: "We will grab from the shelf whatever we can. Mainly on the Geely side. We benefit from both sides in this adventure."

Smart isn't a big UK player with just 1,894 units sold this year to date, but this is expected to grow as more models come on-stream. Global sales of around 65,000 units is not bad considering the brand's limited two-car line-up. Support in the UK is extremely well established, with 34 dealers (still mainly attached to Mercedes retail outlets). All models also come with a standard three-year warranty.

> "THE FORTWO IS BEING REIMAGINED, WITH A TWO-SEAT CITY-FRIENDLY #2 COMING IN 2026"

10 GEELY

Geely is the juggernaut behind some of Europe's most important car brands, but is only now entering the mainstream

UK MODELS: EX5 SUV

OUR PICK: To be confirmed

HOW BIG IN CHINA? 2.167m global unit sales

2024 GLOBAL EXPORTS: 414,000 (+52% YoY)

2025 UK REGISTRATIONS: None yet

RETAILER NETWORK AND WARRANTY: 15 dealers; eight-year/125,000-mile warranty, reduced to six years/100,000 miles post-promotional period

WE SAY: The UK media has yet to drive the EX5 on local roads

GEELY isn't a well known brand in its own right in the UK at the moment. But that's about to change with the introduction of its first Geely-branded model that'll sit right at the core of the huge C-segment SUV market, the EX5.

Geely was founded by Chinese industrialist Eric Li in 1986 making refrigerator parts, before moving into passenger cars in 1997. Yet it wasn't until 2010 that the brand turned its attention to global markets, acquiring Volvo, before later taking on Lotus and LEVC (the maker of London taxis).

It has its own new brands, too. Hire a car over in Europe and you'll probably find a Lynk&Co in the lot; and then there's Zeekr, which is seen as a cutting-edge EV maker in Chinese and international markets. But Geely is now making more of a concerted effort to launch models under its own name here in the UK, starting with the £31,995 EX5 SUV.

This 4.6m-long car rivals Chinese SUVs such as the MGS6 and significantly undercuts legacy models like the VW ID.4. But while its tech seems strong, the mediocre 287-mile range from a 60kWh battery pack doesn't break any boundaries. Instead, the EX5 is all about its competitive entry price – something that'll be maintained across future Geely models.

What will come next, though? One obvious move will be the introduction of the plug-in hybrid variant of the EX5 sold in some markets, but Geely has made no commitments beyond this, only to say more are coming.

The firm will launch in the UK with 15 showrooms, with a view to expand; we suspect it won't be long until it has a strong foothold with dealer groups. Yet Geely will not leverage the Volvo connection, or its dealer footprint, for sales and servicing. So should we take note of Geely? The resource, experience and tech certainly appear to be there, but the product doesn't seem to particularly stand out from the crowd. Yet.

XPENG G6 and G9

9 XPENG

Lots of companies claim to be the new Tesla. Xpeng is more credible than most

UK MODELS: G6 crossover now; X9 MPV and bigger G9 in 2026

OUR PICK: G6 Performance

HOW BIG IN CHINA? Small, but growing

2024 GLOBAL EXPORTS: 190,068 (up 32%)

2025 UK REGISTRATIONS: 509

RETAILER NETWORK AND WARRANTY: 18 dealers and 30 service centres; five-year/75,000-mile warranty

WE SAY: European production and technical prowess make XPeng one to watch

AI-POWERED, four-limbed humanoid robots and flying 'cars' launching from a six-wheeled mothership vehicle might have sounded like a futurist's fever dream not so long ago. But they're just another day at the office of Chinese tech company XPeng.

He Xiaopeng founded the company in 2014: in just over a decade, XPeng has grown to around 40,000 employees – eclipsing Jaguar Land Rover in size – with 15 per cent working in R&D. Its global expansion includes R&D centres in Silicon Valley and San Diego, US, a listing on the New York stock exchange and a recently announced European manufacturing partnership with Magna in Austria.

The brand launched in the UK in February 2025, but its G6 spearhead – a 4.7m-long EV with two battery sizes – has already been superseded by an upgraded model. XPeng's USP is Europe's punchiest DC charging: the G6 draws a maximum 451kW to refuel the 80kWh battery in just 12 minutes (from 10 to 80 per cent). Like the Tesla Model Y it resembles, there's a Performance version with twin motors and 481bhp, and its circa-£49k price tag is at least £10k cheaper.

XPeng began with six UK dealers, tapping into the logistics and parts distribution network of IM Group. That unlocked an initial 30 service centres, which should grow to 45 by the end of the year, plus 18 dealerships.

The luxurious X9 MPV – with seven seats, active rear-steering, fridges and streaming screens – will attack the executive limo market, with an Indonesian factory already churning out right-hand-drive cars.

And in late 2026 the G6's bigger brother, the G9 crossover, will arrive. Like the G6, it's a five-seater with rear and all-wheel-drive options, a 93kWh battery and 525kW DC charging. Being able to pull those speeds gives XPengs an advantage over many EVs.

XPeng also claims to be one of the first auto makers rolling out global software updates over the air (not piecemeal by territory), and it's promising to expand its AI-enabled autonomous driving features too.

Volkswagen Group is already convinced: it has formed a joint venture with XPeng to create the electric and electronic architecture for all its future Chinese cars, and is co-funding the rollout of 20,000 chargers in 420 home cities. All these investments mean the start-up is currently burning through cash – like Tesla in the early days.

The target of 20,000 UK sales by 2030 looks very achievable.

"XPENG HAS GROWN TO 40,000 STAFF, ECLIPSING JAGUAR LAND ROVER"

8 POLESTAR

It was supposed to be the next big thing. Can Polestar turn its fortunes around?

POLESTAR has an unusual claim to fame: the UK is its biggest single market. Given that our volume is eight times smaller than the US's, and China's market is double that, this is obviously something of a mixed blessing.

But, registrations have doubled year-on-year, and the Scandi-Sino brand will take that. After all, 2024 was tough, with the New York Stock Exchange threatening to delist Polestar's stock because it was tracking below a dollar; the company burned around $400 million in a three-month period and founding CEO Thomas Ingenlath was forced to step down.

Enter Michael Lohscheller, the marathon-running, UK-loving veteran who used to head up Opel. He rose to CEO-level at Stellantis, a group that makes cost control an art form, so if anyone can get Polestar in the black, it's Lohscheller. He's certainly up against it: the brand lost $1 billion in the first half of 2025.

"We do see a lot of improvement on the financials: revenue is up 56 per cent, costs are coming down and operational losses are reducing," says Lohscheller in his trademark rapid-fire, Germanic delivery.

The high-riding 2 hatch may have shifted 180,000 units since its launch during the Covid pandemic, but Polestar's growth has been choked by a year-long delay getting the 3 SUV and 4 saloon into production. Lohscheller says using contract manufacturing at Geely family factories saves cash on assets and people, but the brand's reliance on Volvo technology did slow the cars' introduction.

Polestar's big headache is its reliance on Chinese manufacturing, which currently scuppers US imports of the 2, 4 and new, high-performance 5 sport GT. Thankfully Volvo manufactures the 3 in South Carolina, and Korean-factory exports of the 4 begin soon. The Chinese-built models also incur 19 per cent duties landing in Europe, but the home market is limited: Polestar avoids being seen as Chinese thanks to its Swedish heritage.

That's why the next new Polestar – the 7 compact SUV – will be assembled in Slovakia. "77 per cent of our sales are in Europe," the boss tells us. "So shipping cars around the world is not the best business model for various reasons: tariffs and CO_2 emissions. The more cars we can produce in Europe, the better."

Set to arrive in 2028, the 7 will be a rival to the BMW iX1 and Mercedes EQB. European autos analyst Matthias Schmidt predicts "the Polestar 7 could be one to watch".

Geely founder Li Shifu announced his Taizhou Declaration last year, calling for his brands to boost hardware, software and powertrain co-operation, to improve scale and eliminate internal repetition and competition. That's why Lotus and Zeekr jointly utilise a new performance hybrid, and the 7 will be based on a Geely-wide platform and shared software stack.

The 7 will be the most compact Polestar yet, similar to the 2 in price – just above £40,000. "It will be a premium car and it will go into a segment which is much larger [than existing models]. We will [ask]: 'what are the competitors from BMW, Land Rover and so on?'," says Lohscheller.

Polestar's ability to command premium prices – when most Chinese competitors are attacking the mainstream – is another reason why analyst Schmidt is confident that the brand can survive the current turmoil.

New design chief Philipp Römers, headhunted from Audi, will shape the crossover's design. It will feature dual L-shaped headlamps, flared wheelarches and horizontal graphics to stretch the width, as Römers seeks to boost Polestar's performance credentials.

But the 7 also needs to attract women. "It's a segment for slightly younger customers," explains Lohscheller. "When we looked at the first design sketches [we had to consider] female customers, because that's a big, influential group." Warmer and more colourful interior designs will also broaden the appeal.

Polestar is a UK success story. Lohscheller attributes it to high-performing retailers, the absence of Chinese tariffs, the ZEV mandate pushing EV quotas, and company-car tax breaks combining to allow the right EVs to fly.

But a total of 44,482 sales globally in the first nine months of the year is still small beer. Would Lohscheller go for the nuclear option and abandon the brand's strict EV-only philosophy with hybrid?

"Obviously we discussed that a lot," he tells us. "But if I said to our community, we go hybrid, they would go absolutely bananas and say, 'we are the EV brand'. Our EV focus is good, no compromises – and that's what people value, right?"

UK MODELS: Two saloons, two SUVs

OUR PICK: New 5 sounds fun, with 871bhp and 0-62mph in 3.2secs

HOW BIG IN CHINA? "Tiny", says the boss

2024 GLOBAL VOLUME: 44,851

UK REGISTRATIONS 2025: 12,630

RETAILER NETWORK AND WARRANTY: 14 dealers; three-year, 60,000-mile warranty, eight years for electric vehicle batteries

WE SAY: It has a chance

BIG JOB
Lohscheller has to reduce Polestar's expenditure and develop models like the new 5 (below)

"POLESTAR'S HEADACHE IS ITS RELIANCE ON CHINESE MANUFACTURING, WHICH SCUPPERS US IMPORTS"

7 OMODA

One for the kids. Omoda is angled as younger and funkier than its Jaecoo and Chery sisters

THE first of three closely related companies, Omoda has hit the ground running in the UK since its arrival halfway through 2024, outselling brands including Citroen and Lexus this year.

Aimed at a younger audience than sister brands Chery (mainstream) and Jaecoo (more upmarket), Omoda's cars are more crossover-styled than the boxier SUV-like siblings on the same underpinnings from its stablemates.

The first model to land here was the Omoda 5 – like most other Chinese car companies, the brand employs a very clinical numeric strategy for its car naming. Less clinical than the roots of the Omoda name itself, though, which according to the brand, is a combination of the letter 'O', meaning "life and vitality, a symbol of the essential element of life, oxygen", and Moda, derived from modern fashion.

The 5 is either petrol or electric – called the E5 in another imaginative naming move – and aims squarely for the Nissan Qashqai in petrol form, and Renault's Scenic with the battery-electric car. The petrol version is the more popular of the two, grabbing around 70 per cent of Omoda 5 sales, through a dealer network still growing from its current 81 out towards 100 by early next year. All are joint Omoda and Jaecoo sites, with Chery also being added alongside them as the parent brand lands in the UK.

Illustrating how quickly the Chinese brands can react, Omoda has already revamped the 5 in response to criticism of its ride and handling, as well as some infotainment headaches. The front suspension geometry and steering have been updated, alongside a series of small engineering tweaks, and the petrol version has taken on the same infotainment displays, gear selector and wireless charging pad as the EV. All despite the car being well under two years old.

Following on from the 5 is the 9, a predictably larger model that costs from £45,000 and is looking to steal sales from the Volvo XC60 and Toyota RAV4. The new model joined the range this summer and adds a third different powertrain courtesy of a high-power plug-in hybrid set-up that offers a huge 93 miles of electric range, as well as 443bhp for a sub-five-second 0-62mph time.

> **"ILLUSTRATING HOW QUICKLY CHINESE BRANDS CAN REACT, OMODA HAS ALREADY REVAMPED THE 5"**

Next up is the Omoda 7, potentially arriving late this year, which slots in the same hybrid powertrain as the larger 9, but should cost from around the £35,000 mark.

In typically relentless fashion, Omoda won't stop there. Plenty of other numbers are still spare, with the baby Omoda 3 having been revealed in China earlier this year and making a logical case for being next off the chart. The Kia EV3 rival, which is likely to come here in the second half of next year, would represent a new design dawn for the fledgling brand, being more angular than Omoda's cars to date.

UK MODELS: 5 and E5, plus 9 SHS

OUR PICK: Omoda 9 is the brand's best so far

HOW BIG IN CHINA? Omoda doesn't sell in China, but parent Chery is one of the country's top four

2024 GLOBAL EXPORTS: 940,000 (combined with Jaecoo)

2025 UK REGISTRATIONS: 14,223

RETAILER NETWORK AND WARRANTY: 81 dealers; seven-year/100,000-mile warranty

WE SAY: Swoopier styling is not as distinctive as some other brands', but Omoda's early success and quickly expanding model line-up and dealer network put it in a good position

CHINA
LD74 BSO
LS74 AOJ

SUPPORT
Stellantis partnership gives buyers peace of mind, says Leapmotor's UK boss, Damian Dally

6 LEAPMOTOR

Big European backing puts this value-led newcomer in a strong position

LEAPMOTOR'S own UK boss, Damian Dally, puts it best when talking about this huge influx of Chinese brands. "There are names which no-one had ever heard of three, six, 12 months ago, but we have this unique backing from Stellantis, which gives consumers the ultimate peace of mind."

In a landscape where new brands are cropping up everywhere and you're not quite sure which ones will still be around by the time you've even paid off the car's finance agreement, Leapmotor is playing heavily on its partnership with Stellantis – the parent company of Citroen, Fiat, Peugeot, Vauxhall and many more – as proof that it's a serious contender.

And that's helpful in a whole series of ways, some of which are really dull – until you need them. Early Chinese entrants to the UK market found things like supplying spare parts really difficult, so cars involved in an accident, for example, were off the road for weeks or more. But tapping into the Stellantis mother ship means there is a ready-made funnel that Dally

UK MODELS: T03 and C10; four more in 2026

OUR PICK: New B10 seems to be the best so far

HOW BIG IN CHINA? Not yet a huge player like BYD, but growing fast in its home market

2024 GLOBAL EXPORTS: Just over 2,000 in its first year, but has increased 10-fold in 2025

2025 UK REGISTRATIONS: 1,353

RETAILER NETWORK/WARRANTY: 53 dealers; four-year/60,000-mile warranty

WE SAY: Leapmotor has a global player behind it, plus increasingly appealing cars. It's got the look of a brand around for the long term

reckons is the envy of western manufacturers, let alone other newcomers.

Much more interesting than spare parts, though, is the product line-up. Leapmotor kicked off with extremities, via the quirky (to be kind) T03 city car and the C10 family SUV. Next year, it will fill the gaps with a pair of hatchbacks and a couple of SUVs sitting between them, the first of which is the B10 (driven on p22), followed by the VW Golf-sized B05 family car revealed at the Munich show in September.

A smaller hatchback and SUV will follow by the end of 2026. They will be called A05 and A10 in other markets, but there's a feeling Audi may not be impressed if the name comes to Europe, given that its own A5 has been around for quite some time already.

Simplicity is Leapmotor's philosophy – there's just the one very well specced trim level for each car, and though the warranty is less than other Chinese brands at four years, the brand reckons that works for the first owner likely to be buying on finance of the same length. Price-wise, it aims to slightly undercut the likes of BYD or more established European brands, while offering that great levels of standard equipment.

Like most Chinese makers, Leapmotor has been focused on purely electric cars so far, but the C10 SUV will get a range-extender (REV) hybrid system early next year, making it Leapmotor's first non-EV. The B10 REV follows by the middle of next year.

The one thing we haven't touched on is the name. On the plus side, it's a lot more European-friendly than many on this countdown, combining two very English words, and the brand likes to say the 'leap' is a metaphorical springboard for taking the plunge on a new brand. But then the models slide back into the Chinese brand comfort blanket of letters and numbers rather than actual names, which are never the warmest of ways to make sure your new name sticks in the memory.

5 JAECOO

Big-selling SUV brand characterised by imposing grille and Range Rover-like styling

JAECOO has made a big impression this year, with its first model, the 7, hitting an incredible fourth place in the new-car sales chart in September, an unprecedented feat for a brand that hadn't even sold one car in the UK a year ago. That's unlikely to all be retail buyers running for their nearest Jaecoo dealer, but no matter whether it's rental, Motability or enticing fleet deals, you'll be starting to spot that distinctive toothy grille on our roads increasingly often.

Jaecoo is one of a trio of closely related brands, alongside Omoda under Chery's ownership. As with Omoda (far left), it was created in April 2023 by Chery, and designed to expand outside its own borders into Europe and other big markets worldwide.

The story behind the company's name is that it blends the German word for 'hunter' – Jager – with the English word 'cool'. Honest.

The 7 kicked off Jaecoo's UK presence at the beginning of 2025, coming in 145bhp 1.6 petrol or 201bhp 1.5-litre plug-in hybrid forms, the latter with a generous 56-mile EV range. That's a better bet than the petrol, which doesn't exactly blow you away with its official 37.7mpg fuel economy figure.

The 7 wasn't alone for long, with the smaller and even more Range Rover Evoque-like 5 landing here this autumn. That takes Jaecoo into electric territory for the first time, and while the E5's range of 248 miles and charging speed of just 80kW don't grab the attention, the pricing will. Kicking off at £27,505 for the EV, or £3k less for the 1.6-litre petrol, it's well loaded with kit for its price. Think well specced Nissan Qashqai for the price of a smaller Juke.

The next new thing looks likely to be the larger Jaecoo 8 SUV, a seven-seater aimed at the likes of Volkswagen's Tayron. Although not yet officially confirmed for the UK, it's already on sale in Australia and South Africa, so looks likely to be with us next year. That car will probably come with a 245bhp petrol engine and sit at the top of Jaecoo's UK line-up.

There's also talk of the boxier electric Jaecoo 6 off-roader, boasting looks that merge a DS No7's detailing with the Land Rover Defender's boxy shape, which is at least a change from the budget-Range Rover looks of the first pair of cars to land here. As well as the styling, a suite of off-road driving modes would mark out the 6 as something different from the rest of the Chinese crowd, but as yet, it's not confirmed for the UK.

European production for UK Jaecoos is rumoured, courtesy of Chery's joint venture with Ebro at the former Nissan plant near Barcelona in Spain. But plans for everything that will be built there are still a mystery, with deadlines pushing backwards from the original 2024 announcement. The plant is already producing rebadged Omoda and Chery cars for the Spanish market under the Ebro brand famous for light trucks and buses.

UK MODELS: 5 and E5, plus the 7 (petrol and PHEV)

OUR PICK: E5 is the most complete package

HOW BIG IN CHINA? Parent Chery is China's fourth-largest manufacturer, but the Jaecoo brand isn't sold in its home market

2024 GLOBAL EXPORTS: 940,000 (combined with Omoda)

2025 UK REGISTRATIONS: 18,170

RETAILER NETWORK/WARRANTY: 81 dealers; seven-year/100,000-mile warranty

WE SAY: Definitely has a foothold in the UK market. Jaecoo offers good value and decent quality in packages that are stylish but lack a little originality

> “THE COMPANY'S NAME BLENDS THE GERMAN WORD FOR HUNTER WITH THE ENGLISH WORD COOL"

JAECOO
LP74 HFX

4 CHANGAN

China's oldest car company is a real Europhile – with 15 years in the UK already

ON the east side of Birmingham, five nondescript buildings sit around a little green. This is Chinese car maker Changan's powertrain test centre – and it's been in the UK since 2010.

About 100 engineers here have undertaken powertrain R&D on nine-in-10 Changans on sale globally. Given that the company built 2.6 million units last year, "that's a lot of vehicles," Changan UK managing director Nic Thomas tells us.

Changan is one of those Chinese companies you might never have heard of, even though it was founded in 1984 and claims to be the country's first passenger-car maker. Operations are not just in the UK: there's a design centre in Turin, Italy, with 300 staff and a satellite studio in Munich, Germany, for sister brand Avatr.

"As early as 2001, Changan decided that to be a global automotive player, it needed to be a global company," says Thomas. "We've got facilities in the US and Japan, but Europe has been the focus for a very long time – it's Changan's second home."

More investment – up to 2 billion Euros (£1.74bn) – is set aside for the region. One priority is vehicle assembly here by 2030. Thomas confirms assessments are under way. "We need somewhere with a great supply chain and a great overall cost base," he says, which probably makes eastern Europe the favourite.

Having product development in Europe helps the company work around the clock, enabling so-called 'China speed'. And the UK commercial roll-out will proceed at lightning pace, following the official launch a month ago with the Changan Deepal S07 EV.

That's a big crossover, designed in Turin, and which costs £39,990 for a spacious five-seater that can travel an underwhelming 295 miles on a charge. The domestic suspension set-up was deemed too soft for us, so the UK team recalibrated it, along with the touchscreen menus and driver-assistance systems.

A smaller brother, the S05, is scheduled to join it by the end of this year. Both will run electric and hybrid powertrains; Changan doesn't plan any solely combustion drivetrains. Although the Chinese equivalents run range-extenders, the European powertrains will be plug-in hybrids, co-developed in the Midlands "with a serious EV range and a petrol engine to back you up," says the UK boss.

"There will be a third smaller SUV coming by the end of next year, and then we'll keep adding products. We'll have a suitable range of six to eight vehicles in the near future to cover multiple customer bases. We can offer all sorts of different cars."

Thomas has been with the company for two years. Its UK technical centre is well established, with dealer sales staff, as well as service technicians, going through initial training. Aftersales care – or the lack of it – will break plenty of Chinese wannabes, but Thomas is determined that won't happen to Changan. "We have a team ready to deal with any issues, driving to dealers to fix problems on site, plus over-the-air updates," he says.

The company will use two brands in the UK, Changan Deepal and German premium-chasing Avatr. Deepal is a standalone brand in Australia, but the UK will go to market as Changan Deepal, with the suffix used in the same way VW has ID or Hyundai Ioniq.

"To me, Changan stands for stand-out modern design, high quality and really usable tech – at very affordable pricing. Everybody wants to be premium. Not Changan," adds Thomas.

UK MODELS: Deepal S07

OUR PICK: Let's see what the S05 and hybrids offer

HOW BIG IN CHINA? Changan is top five in China, selling 2.68 million units last year

2024 GLOBAL EXPORTS: 600,000 – and on track to top 1 million this year

2025 UK REGISTRATIONS: 19

RETAILER NETWORK AND WARRANTY: 40 dealers; seven-year/100,000-mile warranty

WE SAY: Changan means business. But the range, charging and efficiency of its EV offerings need to improve – and quickly

"CHANGAN IS ONE OF THOSE COMPANIES YOU MIGHT NEVER HAVE HEARD OF, EVEN THOUGH IT WAS FOUNDED IN 1984"

3 CHERY

Four new SUVs in just six months: Chery has the firepower to eclipse Jaecoo and Omoda

'FLOODING the zone' is the Republican political tactic of overwhelming the opposition with relentless new initiatives – and a blueprint for Chery International.

Today, it's almost certain you won't have clapped eyes on a new Chery. But the firm plans to launch four new SUVs in six months, and if it makes similar progress to sister brands Jaecoo and Omoda, Chery SUVs will be peppering the UK's roads this time next year.

What makes us so confident? Chery's track record, steely-eyed intent and its launch line-up.

Naturally we have to start with the cars, which typically deploy the same blueprint: a touch larger than competitors for the edge on spaciousness, dripping with standard equipment for a hi-tech feel and launching with petrol or hybrid power to satisfy the masses. This is not a pure-electric brand like XPeng or Polestar, even though Chery has electric powertrains on the shelf, ready to deploy.

Chery's identikit SUVs will peel out like Russian dolls. The smallest will be the Tiggo 4, which is big for the B-segment, like the Peugeot 2008. It'll run a 1.6-litre turbocharged petrol engine coupled to a six-speed dual-clutch transmission. Expect a hybrid too and prices in the low-£20,000s when sales begin in March.

If you wander down to one of Chery's 25 retailers, you'll already discover the Tiggo 7. It's a 4.5m-long five-seater powered by the same 1.6-litre engine, or Chery's Super Hybrid System (SHS). Fully charged, the 18.4kWh battery should deliver about 50 miles of EV range, but the kicker is the aggressive price: £29,995 makes it the UK's cheapest plug-in hybrid.

The line-up is simple, with just two trim levels. The entry Aspire covers pretty much every base; upgrading to Summit seems superfluous when all it adds is two extra speakers to the audio system, ventilated front seats and heated steering wheel.

Completing the range are the Tiggo 8 and 9. The 8 is, in essence, a Tiggo 7 stretched to fit seven seats, and is priced from £28,545. Then the flagship 9 gives off budget-Maybach vibes with its chromed alloys and grille, and Mercedes GLC-style stature. It'll come in under £40k.

Their exterior designs won't offend anyone and the cost/spec equation makes a very rational case: Chery is painstakingly targeting family buyers. And it's already working in markets such as Australia and South Africa; the Tiggo 7 and 8 have racked up more than one million sales outside China. In fact, Chery is China's largest automotive exporter, outperforming more established names BYD and SAIC, owner of MG.

"Chery started its overseas operation 23 years ago," said UK boss Gary Lan at Chery's London launch in August.

"But it took 20 years' preparation to reach the UK, because this is one of the world's most sophisticated, mature and important markets. [We've waited] to ensure our products, network and service can meet UK customers' needs."

That's a clear statement of intent: Chery is a brand that western car makers should take very seriously indeed.

"THE EXTERIOR DESIGNS WON'T OFFEND ANYONE, AND THE COST/SPEC EQUATION MAKES RATIONAL SENSE"

UK MODELS: Tiggo 7 and Tiggo 8 (petrol and PHEV)

OUR PICK: We've only driven the Tiggo 7

HOW BIG IN CHINA? 2.6 million units

2024 EXPORTS: 1.14 million

2025 UK REGISTRATIONS: None yet, but watch this space

RETAILER NETWORK AND WARRANTY: 25 dealers; seven-year/100,000-mile warranty

WE SAY: Omoda and Jaecoo proved the concept. Now their parent brand – with more SUVs and broad appeal – is muscling in

CHERY
CHERY
TIGGO8

TIGGO9
TIGGO9

2 BYD:

China's big rival to Tesla w

BONO GE UK country manager, BYD

> **"WHY NOT JUST TRY THE DM-I TECH? IT'S A SIMILAR PRICE TO AN ICE CAR, BUT ITS ECONOMY MAKES IT MORE ENVIRONMENTALLY FRIENDLY, AND IT'S ALSO QUIETER, WITH THE DRIVEABILITY OF AN EV"**

UK MODELS: Dolphin Surf, Dolphin, Atto 2, Atto 3, Seal, Sealion 7 (EVs), plus Seal U and Seal 6 (PHEVs)

OUR PICK: Seal 6 DM-i

HOW BIG IN CHINA? The number two car maker behind SAIC

2024 GLOBAL EXPORTS: 4.27m

2025 UK REGISTRATIONS: 35,604

RETAILER NETWORK AND WARRANTY: 102 dealers; six-year/93,750-mile warranty

WE SAY: The cars aren't world-beaters, yet. But the ambition is global domination

"WE want to be one of the largest mainstream brands in the UK," says Bono Ge, BYD's UK country manager. No messing: this Bono wants to be bigger than U2.

Build Your Dreams is the standard bearer for the Chinese car industry's international expansion; it entered the UK market just over two years ago with the Atto 3 electric SUV. Now it has a range of six EVs, and the imminent arrival of the Seal 6 DM-i estate will make it two plug-in hybrids.

BYD isn't quite China's biggest car maker – SAIC, owner of MG, gets that accolade – but last year sales hit 4.27 million vehicles. It certainly gets the most attention, however, often pitched in a death-or-glory battle with Tesla to be the world's omnipotent EV maker. Spoiler alert: it's winning.

The company isn't a pure car maker. It started out as a battery supplier for mobile phones and moved into cars only 20 years ago: other interests include buses (it's a major supplier of London's red icons), rail, solar power and energy storage.

Volkswagen Group has 62,000 employees in R&D and sells 4.8m vehicles under the VW brand. "We have 120,000 engineers," elaborates Bono Ge. "We [apply for] 45 patents every day, we have a lot of technologies." BYD has invested more in R&D than its net profit in 13 of the last 14 years. It won't be easy for western car makers to keep pace.

BYD's innovations include popularising lithium-iron-phosphate (LFP) batteries, the cheaper alternative to lithium-ion NMC by eliminating rare earths such as cobalt. The chemistry is less energy-dense but engineers solved that with its 'Blade battery', which looks like a razor head and crams more strips of cells into the pack. LFP is also less prone to thermal runaway (high-temperature fires) than NMC batteries, should the worst happen.

The firm also pushed ahead with 'cell-to-body' design where the battery pack is a structural part – in effect the car's floor. There's a promotional video where BYD subjects the Seal saloon to a crash test, unbolts the battery and inserts it in another Seal, which simply starts up and drives away.

Like Tesla, BYD brings lots of parts and the drivetrain in-house, striving to make everything more efficiently. That way it can cut cost, helping it make profit on extremely cheap EVs: the Dolphin Surf (or Seagull in China) costs less than £10,000 in its home market; the new Seal 6 plug-in is just £16k.

Prices are much higher in Europe but competitive enough to power BYD's growth in the UK, now the company's largest market outside of China. "All customers really appreciate value for money, for a really well equipped product," says Ge. "We really like the UK market: the people here are open-minded and like [adopting] new technologies."

The Dolphin Surf supermini and Atto 2 small SUV are the two new electric BYDs to hit the UK in 2025. Total registrations have blasted into orbit – up 576 per cent year-on-year to 35,604 cars – although growth hasn't always been so dramatic.

The brand had to overcome an early parts-and-repair scare that hit insurance premiums, and slowing demand for pure electric cars left the initial three-model range marooned in a niche part of the market. BYD doesn't sell any non-electrified cars, limiting its appeal.

Reinforcements arrived with the Seal U DM-i plug-in hybrid last summer and this one model – the UK's best-selling plug-in hybrid – accounts for about half of BYD's UK volume.

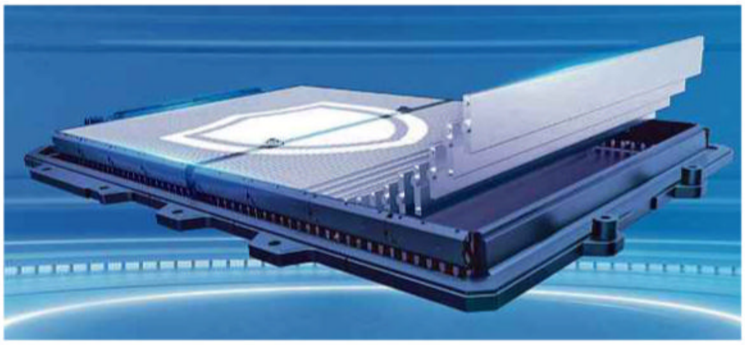
"DM-i does really well," says Ge, "and we want [prospects] to understand it better; the Seal U is still a new thing. It's a stepping stone to an electric vehicle for a lot of people concerned about range and so on; why not just try the DM-i technology, right? It's a similar price to an ICE car, but its economy makes it more environmentally friendly and it's quieter, with EV driveability."

The UK retail network has now passed 100 stores, and is expected to hit 130 by the end of 2025. "More products, more market coverage, and we are also growing our network. We also strongly

INCOMING
Estate version of Seal 6 is due to go on sale in the UK in January next year

BUILDING INNOVATION

vants to conquer the car world. It looks like resistance is futile



BATTERIES BYD has championed lithium-iron-phosphate battery packs, which are cheaper than NMC and less prone to thermal runaway

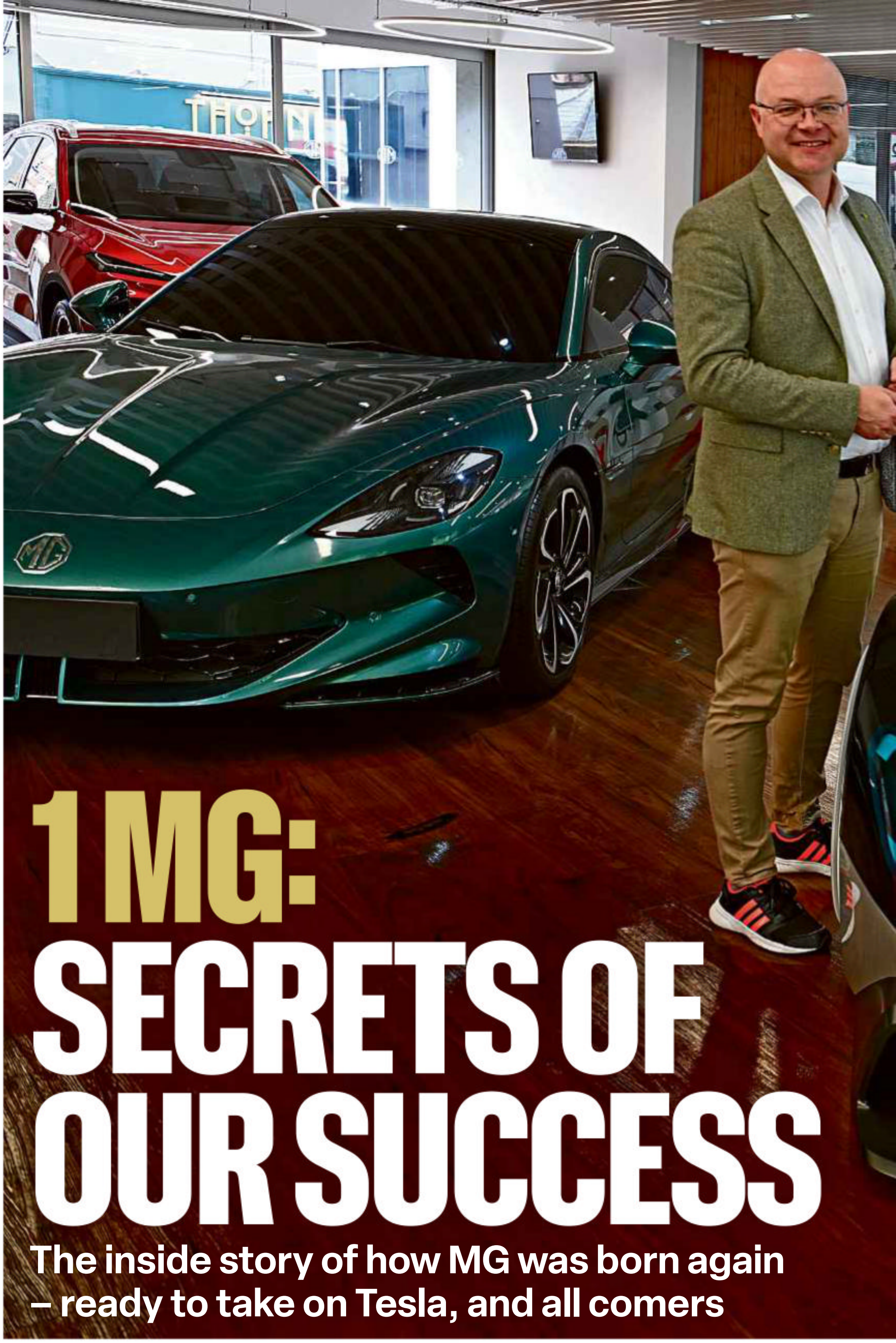
invest in marketing, to bring up brand awareness and generate a lot of [interest] for dealers."

Low-margin fleet deals support the brand's growth across the UK and Europe, reckons autos analyst Matthias Schmidt. "This gains momentum, but going forward that model is unsustainable. In Germany, the volume share going to private customers is often in single digits," he tells us.

Deep-pocketed BYD won't panic: it wants to conquer market share for the long-term. And the next salvo will be opening two European factories. Pilot production at the Hungary plant – which is set to build the Atto 3 SUV and Dolphin hatchback – is imminent. And BYD is reported to be fast-tracking its Turkish facility, too. Combined, the two plants should yield more than 300,000 units of capacity when they're up to full steam – and help BYD circumvent its 27 per cent import tariff.

BYD wants to reshape the western European car market. Its growth suggests it's going to succeed.

"BYD IS PITCHED IN A DEATH-OR-GLORY BATTLE WITH TESLA TO BE THE WORLD'S OMNIPOTENT EV MAKER. SPOILER ALERT: IT'S WINNING"



1 MG: SECRETS OF OUR SUCCESS

The inside story of how MG was born again – ready to take on Tesla, and all comers

Phil McNamara

Phil.McNamara@autoexpress.co.uk

THE UK's number one Chinese car company is a brand born 101 years ago in the verdant English countryside: MG Motor. No, we haven't lost our minds: Shanghai Automotive Industry Corporation snapped up the badge after MG Rover plunged into administration in 2005, and it now sells more cars in a single year than the firm delivered in its pre-Chinese history. That's progress.

Any new entrants looking for the playbook on how to crack Europe should kick off by reading up on MG: an incessant supply of increasingly competitive cars, in simple ranges with lots of powertrains; affordable prices undercutting the mainstream; a big, nationwide dealer network.

One aspect isn't so easy to replicate, though: a well known badge, loved by many. Head of product planning David Allison has spoken at huge global automotive conventions, but reckons his nerviest speech ever was to about 100 passionate members of the MG Car Club – right here in the UK.

"Those guys are immensely satisfied the brand still exists – so many have disappeared over the years and aren't likely to be resurrected," he says. "MG is more successful now than it's ever been. They might have a garage full of classic MGs, but they've probably got an HS, ZS or MG3 as well."

We're in a meeting room in MG's European headquarters on London's Marylebone Road, a stone's throw from quintessential tourist spots such as Madame Tussauds waxworks and Sherlock Holmes's flat. But how British is MG these days?

"We're very much a global organisation with its heart in the UK," Allison muses. "We manufacture our cars in a different part of the world now, but the brand is over 100 years old, and an awful lot still goes on in the UK: advanced design and engineering. And it's not insignificant that this is still MG's biggest export market."

That gives Allison a lot of clout in the MG machine. After all, he delivers 30 per cent of the HS SUV's global volume. He and his team of five people – the leanest in the industry, Allison reckons, despite selling more than 80,000 cars three years running – decide which MGs to import and their ranges, specs and prices. They're in charge of the promotional offers, volume forecasting and even getting the cars into the country and out to dealers.

How does he decide which MGs come here? "It's a bit like being in a sweet shop," Allison explains. "It's very tempting to pick every single one and cram it all in the little bag, but we have to be respectful of what would be appropriate for this market, because it's the world's most complex."

That means every import has to work in retail, satisfy a broad spectrum of fleet buyers and make financial sense on the massive Motability scheme, which funds leases for disabled motorists. Pick-ups

DAVID ALLISON Product planning head

“WE MANUFACTURE OUR CARS IN A DIFFERENT PART OF THE WORLD NOW, BUT THE BRAND IS OVER 100 YEARS OLD, AND AN AWFUL LOT STILL GOES ON IN THE UK”

UK MODELS: ZS, HS, S5 SUVs, 3 and 4 hatchbacks, Cyberster, plus IM5 and IM6 EVs

OUR PICK: HS – the best Chinese hybrid on sale

HOW BIG IN CHINA? Number one, with 4.639 million vehicles delivered in 2024

2024 GLOBAL EXPORTS: 1.082 million

2025 UK REGISTRATIONS: 65,394

RETAILER NETWORK/WARRANTY: 155 dealers; seven-year/80,000-mile warranty

WE SAY: With its dealer network and high-quality cars, MG has risen from the flames to spearhead the Chinese invasion of Europe

are out, and although MG has just launched its IM sub-brand with two performance EVs, most of that range is China-orientated and too big for UK roads.

With great discipline, Allison targets the four market segments that deliver 80 per cent of UK volume: ‘B’ supermini and SUV with the MG3 and ZS and S5 EV, plus ‘C’ hatchback and SUV with the electric MG4 and HS. Buyers choose from a mix of petrol, hybrid, plug-in hybrid and pure electric, and although MG is known as an EV brand, its share of registrations has dropped from 39 per cent when the MG4 was flying, to 27 per cent last year.

“We could be selling an awful lot more petrol cars than we do currently,” chimes in Guy Pigounakis, MG’s commercial director and another motor-industry veteran. Like David Allison, he ended up at Hyundai after launching the MG F roadster back in the nineties. “We’ve deliberately held back supply of pure ICE cars, so it doesn't compromise where we want to track in terms of emissions. That’s a good example of how the ZEV mandate is framing [our sales] policy.”

ZEV mandate – the UK’s ambitious ramp-up targets for manufacturer EV sales – comes up frequently in our two-hour conversation. “I don’t think many dealers like electric cars: they get stuck with the part-exchanges, the [unreliable] residual values and demonstrator cars, and they just see it as costing them more and more money,” says Pigounakis. “Some hope the whole net-zero

GUY PIGOUNAKIS MG commercial director

> **“WE COULD BE SELLING AN AWFUL LOT MORE PETROL CARS THAN WE DO CURRENTLY. WE’VE DELIBERATELY HELD BACK SUPPLY OF PURE ICE CARS, SO IT DOESN’T COMPROMISE WHERE WE WANT TO TRACK IN TERMS OF EMISSIONS”**

strategy will just be abandoned, and they’ll be back to selling combustion cars. I keep making the point they won’t, because manufacturers build cars for a global market.”

And China is the poster child for EVs, which powered half of its 31-million new-car market in 2024. Perhaps the retailers should count their blessings that MG isn’t an EV-only franchise. Ironically it was the MG4, the electric hatchback that was cheaper but better to drive than VW’s ID.3, that took the brand to the next level.

“The MG4 was the first credible, award-winning electric car that actually achieved price parity with internal combustion-engine competitors,” says the sales boss. “The industry always said: as soon as you achieve price parity, adoption should accelerate significantly. Well, EV retail is definitely improving and we should take a bit of credit for that.”

Low-cost manufacturing of EVs is one of the prime advantages China brings. Allison recalls launching Hyundai’s first Ioniq EV almost a decade ago. “It had 28.3kWh, a 130-mile range and we thought it was incredible. Look at the relative cost of that car too.” He chuckles at the comparison with today’s cars.

“Chinese ownership brings stability, allowing us to operate in a way that MG couldn’t in its earlier years. We have a huge domestic market opportunity and access to a huge product portfolio.”

Tapping that unlocks the next UK launch, the S6 (see p15) – another EV and a larger sibling to the S5. Its powertrain offsets the fact the HS isn’t offered in purely zero-emissions guise. That model does have the brand’s only plug-in hybrid, but it’s available with a regular hybrid too, just like the MG3 and ZS. “From nowhere, we are the second biggest [retailer] of hybrid vehicles in the UK, behind Toyota,” says Allison. “But we’re not overly reliant on one type of car or powertrain.

“If you can offer the right product with the right powertrain at the right price, in a market which is very, very dynamic, then that’s the best opportunity to be successful.”

All very good advice for Chinese rivals desperate to eat MG’s lunch. Before our interview, Pigounakis was in a long meeting analysing their performance – so what’s his verdict?

“The speed at which the Chinese brands have established themselves in the UK has been nothing short of astonishing. It completely eclipses previous new entrants: the Japanese, the Koreans. The legacy brands have really suffered. But we will continue growing this year, and that’s in the context of about 100,000 other Chinese cars being registered.”

He sees the new entrants following Hyundai and Kia’s original strategy of putting cars into rental fleets, getting their products seen on the road and creating a rapid turnover of metal to feed retailers’ used-car lots. “It’s an absolutely cast-iron route to market, which gets cars on the road,” says

CARL GOTHAM MG design director

“BACK IN 2018, WE THOUGHT THAT WE NEEDED A SPORTS CAR FOR THE 100-YEAR ANNIVERSARY, WE REALLY DID. AND THANKFULLY IT CAME TO FRUITION WITH THE CYBERSTER”

Staff at MG’s London HQ talk to their counterparts in China via video links to discuss firm’s future plans

NEW CHALLENGERS

MG has introduced the IM5 (left) and IM6 EVs as it moves upmarket to take on Tesla

Pigounakis. “That gives people confidence and makes them think: ‘I’ll take a look as well’.”

The one thing that makes him envious? “[The other Chinese brands] are clearly spending a fortune in marketing. So, you know, hats off. And they are buying a lot of fleet business.” Pigounakis is sanguine: MG has pivoted to more profitable retail sales, he claims, for a 50:50 mix.

Two initiatives show MG’s growing confidence: the Cyberster roadster and the IM brand. The IM5 saloon and IM6 SUV are two high-performance electric cars, bang in the middle of the £40,000-£60,000 market previously beyond MG’s reach. The IM6 packs 742bhp, outgunning the Tesla Model Y, but costs £11k less. DC charging – at around 400kW, thanks to its 800V architecture – is up there with Europe’s best. The IM5 saloon follows the same blueprint to steal sales from Tesla’s Model 3.

“No-one’s really taken on Tesla head-to-head; our two cars sit nicely as competitors for theirs,” says Pigounakis. In the first few weeks, MG has bagged 750 orders including a 100-unit fleet deal; company-car tax breaks make EVs hard to resist.

The Cyberster roadster won’t be top of any company’s choice list, but it’s the defining work of MG’s advanced design studio, perched on the floor above the product and sales teams. Design director Carl Gotham and his 20 interior and exterior designers, who shaped the first HS and the MG4, do “our own trend work, [define] where the landscape is going and where we think MG should be active”, Pigounakis says. Resurrecting a two-seat MG was a mission for Gotham, which the London team advocated for years. “Back in 2018, we thought that we needed a sports car for the 100-year anniversary, we really did. And thankfully it came to fruition,” Gotham tells us.

The electric roadster revived a segment that had been dormant since Tesla’s ceased production in 2012. But if ICE sports cars are niche, replacing a V8 with electric motors must make for a tiny customer base? Allison argues its value is measured way beyond mere sales, saying: “We wouldn’t have done a central feature partnership at Goodwood without Cyberster, nor might we have been in position to do the IM products as well: it gave us the ability to elevate the brand and the price point.”

And the London studio’s coupé concept remains a possibility: “If you were looking at trying to get a little more from the initial investment, the coupé makes an awful lot of sense,” Allison concludes.

MG has gone full circle: the first ‘new’ car under Chinese ownership was a warmed-over TF roadster in 2008. And, following Longbridge’s demise, European production is set to be rebooted, although the exact plan is a closely guarded secret. “We’re going to have to find somewhere to build cars in an environment which is tariff-friendly,” says Pigounakis.

But even a 48 per cent tariff isn’t holding MG back: SAIC’s registrations are up 20 per cent in Europe in 2025, and set to smash the 250,000-unit mark this year. The challenge will be staying ahead of BYD and company. But for now, Allison and Pigounakis can reflect on a job well done: they’ve already achieved what a host of Chinese car makers will spend the next decade trying to emulate.

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NEWS

DETAILS Nissan's design boss tells our man how brand's nineties styling (below) inspired some features. Optional glass roof (left) makes cabin brighter and boosts headroom

GIOVANNY ARROBA Vice President, Nissan Design Europe

"THE LEAF IS ALL ABOUT MUSCULARITY AND AGILITY, BUT IT SHOULD STILL HAVE A SENSE OF URBAN CHIC AND SEXINESS"

nches out with all-new Leaf

morphed into a sleek and slippery rival for the VW ID.3 and Kia EV3

STYLING Leaf's new look has been dictated in part by the desire for good aerodynamics that will give the car a good range

chic and sexiness," he said. "The [styling] of the Leaf is again very much shaped by bringing 604 kilometres [of range] to the customer within that price range."

Nissan has also sprinkled in plenty of nineties-inspired design details, harking back to the brand's heyday. Elements such as three-dimensional rear lights and their clever 'Ni-San' (two-three in Japanese) graphics, plus references to sports models such as the 300ZX around the blacked-out rear panel, all suggest that the company is leaning into something the newer Chinese and Korean brands don't have: heritage.

It might appear like a big car, but pictures don't quite do the Leaf justice, because it's one of very few EVs that look smaller in the metal. At 4,350mm long, it's only around 50mm longer than the boxy Kia EV3. The Leaf is available with 18 or 19-inch wheels, although specific trim details ▶

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ALL-SEASON TYRE TEST 2025

JOHN BARKER Head of tyre testing

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THOROUGH EXAMINATION
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SNOW

DRY

WET

AUTO EXPRESS TYRE TEST

ALL-SEASON TYRE TEST

Six year-round designs are put through their paces, alongside the winners of our summer and winter

John Barker

WE rarely experience extended periods of snow here in the UK, so it's no surprise that the all-season tyre is increasingly popular both here and in regions of Europe with similar climates.

In some European countries it's compulsory to fit winter tyres, which are designed for the cold (7 deg C and lower), from late Autumn to Spring, changing to summer tyres for the warmer months. It's not the case in the UK and very few drivers bother, which is why traffic often slithers to a halt in ice and snow.

The all-season tyre solves that problem. Just like winter tyres, all-season designs carry the same 3 Peak Mountain Snow Flake symbol on their sidewalls, showing they are capable in the snow. However, their construction, tread design and compound are developed to perform better than a winter tyre in warm conditions, so they can be used all year round, hence the name.

Of course, all-season tyres are a compromise. No single design can be brilliant in the wet, dry and snow, so we measured their performance in all conditions to reveal the balance each has struck. We also tested our winning winter and summer tyres at the same time to show their relative performance. And as usual, we have included a budget all-season tyre to see what you get for your money.

"ALL-SEASON TYRES ARE DESIGNED TO PERFORM BETTER THAN A WINTER TYRE IN WARM CONDITIONS, SO THEY CAN BE USED ALL YEAR ROUND"

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H CD 73

IDEAL COMPROMISE
We were looking for the all-season tyre that gave the compromise of wet, dry and snow performance that best suits UK conditions.

WHAT WE TESTED

WE returned to the popular 225/45 R17 size for this test and our contenders included the reigning champion, the Pirelli Cinturato All Season SF 3, plus the joint runners-up from 2024, the Bridgestone Turanza All Season 6 and Continental AllSeason Contact 2. Completing the line-up were the Vredestein Quatrac and Dunlop All Season 2, and the budget tyre was the Sailun Atrezzo 4Seasons.

As is our policy, all tyres were sourced from the open market to ensure that what we tested was what you can buy. Manufacturers nominated their tyres, three choosing a V speed rating (149mph) and two W (168mph), while our budget tyre was Y rated (183mph). All picked a weight rating of 94 and all but one nominated XL (extra load) spec.

EU label ratings are given (right) for fuel economy (RR – rolling resistance) and wet grip (WG), which range from A to E, with A being best. We also list pass-by noise (N), which is measured in decibels, so the lower the number the better.

HOW WE TESTED THEM

To find a winner, we assessed the tyres in several ways, at various facilities

SNOW TESTS

SNOW tests were carried out at Goodyear's 'Arctic Center' facility in Saariselkä, in the north of Finland. Here, the conditions were just cold enough to deliver consistency for our snow laps, with track temperatures ranging from -7 to -4 deg C.

Handling was assessed on a short but tricky 0.8km (0.5 mile) track that included a significant drop and rise, a couple of quick transitions that tested handling balance and lateral grip, and a number of tight corners that tested braking and traction. Separately, we assessed braking from 30-3mph and acceleration from 5-20mph, taking the average from a number of runs over two days.

WET TESTS

AS usual, the wet and dry tests were carried out at Continental's Contidrom near Hannover in Germany. Its northerly location delivered the low temperatures we sought, with early starts yielding 4 deg C.

We measured the stopping distance of each tyre from 50mph to zero, their cornering ability on a 57.5m-diameter circle, and their resistance to aquaplaning in deeper water when driving in both a straight line and on a curve.

The challenging 1.8km (1.1-mile) wet handling circuit revealed each tyre's cornering grip, traction, handling balance and breakaway characteristics.

DRY TESTS

DRY braking distances were measured from 62mph to zero and we measured lap times on a one-mile section of the serpentine dry handling circuit, which showed each tyre's grip, handling balance and transient composure. In-cabin noise was measured on three surfaces and the average calculated.

FUEL ECONOMY

WE measured rolling resistance – the energy required to turn a loaded tyre – to industry standards. A four to five per cent change in rolling resistance is equivalent to a one per cent change in fuel consumption.

PRICES

PRICES were sourced from online retailer Blackcircles and are for a fitted tyre at the time of writing. For tyres not retailed by Blackcircles, an average of the price at other retailers was used. However, price plays only a small part in the overall result.

CALCULATING A WINNER

THE results for each test category are converted into percentages, with the top tyre rated at 100 per cent and the rest scored relative to this.

In terms of the overall score, reflecting the conditions we face in the UK, 50 per cent is accounted for by the wet performance, 35 per cent by the dry and 10 per cent by snow, with the emphasis on handling and braking in the wet and snow disciplines. The final five per cent is shared between the other tests.

OUR CONTENDERS

Bridgestone Turanza All Season 6
94V XL RR: C WG: B N: B (70)

Continental AllSeasonContact 2
94V RR: C WG: B N: B (72)

Dunlop All Season 2
94W XL RR: C WG: B N: B (72)

Pirelli Cinturato All Season SF 3
94W XL RR: C WG: A N: B (71)

Sailun Atrezzo 4Seasons
94Y XL RR:D WG: C N: B (72)

Vredestein Quatrac
94V XL RR: C WG: B N: B (71)

Summer tyre: Vredestein Ultrac+
91V RR: C WG: A N: B (71)

Winter tyre: Continental WinterContact TS870
91H RR: C WG: B N: B (70)

AUTO EXPRESS TYRE TEST

"ALL TYRES WERE SOURCED FROM THE OPEN MARKET TO ENSURE THAT WHAT WE TEST IS WHAT YOU CAN BUY"

6th Sailun Atrezzo 4Seasons

★★⯪☆☆

THE budget all-season Sailun wears the 3PMSF symbol, which shows it has passed tests proving its ability in snow conditions. Despite that, it was last in all three of those tests, taking 5m longer to get up to speed than the best in the traction test and then taking over 4.5m longer to stop. It lacked traction and lateral grip around the snow circuit, but had a useful adjustability.

It was a similar story in the wet. The Sailun took almost 5m more to stop from 50mph than the best and 3m more than even the fifth-placed tyre. It also finished last around the handling circuit but, as on the snow, it wasn't that far off the pace, feeling decent at low speeds but worryingly skittish at higher speeds. It fared better in the deeper water, finishing fourth in straight aquaplaning and equal second in the curved test.

It was last again in dry braking, taking 5.6m longer to stop than the best and yet it topped the table in dry handling, although first to sixth places were covered by less than one second. The Sailun was quietest, too, but recorded the highest rolling resistance, making it the least economical tyre here.

WE SAY: "Poor braking performance in snow, wet and dry means this budget tyre is no bargain."

Overall 95.2%

Price £98

Snow braking	86.2	6th
Snow traction	82.1	6th
Snow handling	95.6	6th
Straight aquaplaning	94.1	5th
Curved aquaplaning	95.7	=2nd
Wet braking	85.5	6th
Wet handling	97.3	6th
Wet circle	97.6	=4th
Dry braking	86.8	6th
Dry handling	100	1st
Cabin noise	100	1st
Rolling resistance	75.6	6th

Blackcircles says: "We are unable to provide any insight into the tyre's popularity or performance with customers at present."

5th Dunlop All Season 2

★★★½☆

A SMATTERING of podium positions and lowest rolling resistance were the high spots for the Dunlop. It put in a decent performance in the snow, finishing fifth in the brake test, less than half a metre off the best. It scored a strong second in traction and lapped the demanding snow handling circuit fourth fastest, where it proved generally stable.

The Dunlop also delivered a solid but not outstanding performance in the wet tests. Its aquaplaning performance was good in both straight and curved tests, it was a useful second on the wet circle, and equal fourth in the crucial brake test, two metres off the best. Around the demanding wet handling circuit it was fourth, a second and a half off the best, proving itself effective, although it wasn't the easiest to read and exploit.

It was well off the pace in the dry braking test, ranking fifth and taking a full 5.5m more to stop than the top tyre. It was third in the handling test, although, as in the wet, it wasn't the most decisive, lacking consistency. It was refined though, netting third in cabin noise, and it was first in rolling resistance, making it the most economical tyre here.

AUTO EXPRESS TYRE TEST

WE SAY: "Most economical and a decent tyre in most disciplines, it just fails to shine in this company."

Overall 97.6%

Price £130

Snow braking	98.6	5th
Snow traction	96.9	2nd
Snow handling	99.3	4th
Straight aquaplaning	94.4	4th
Curved aquaplaning	89.5	5th
Wet braking	93.5	=4th
Wet handling	98.3	4th
Wet circle	98.6	2nd
Dry braking	87.0	5th
Dry handling	99.7	3rd
Cabin noise	99.1	3rd
Rolling resistance	100	1st

Blackcircles says: "Well received by customers for its performance in all conditions, but especially in wet, snow, frost and ice."

4th Vredestein Quatrac

★★★½☆

WHEN we last tested the Quatrac, it was overly biased towards snow performance. It was still strong in the snow this time, but delivered a slightly more even set of attributes to take fourth overall – just. It finished a strong third in all the snow tests; it was only 0.3sec behind the best on lap time and was grippy and confident in the low-speed sections, but a bit too keen to slide in the quicker parts.

It was joint fourth in the key wet braking test, taking two metres longer to stop from 50mph than the best, and this time it delivered around the wet handling circuit, too, scoring its highest placing, second. As in the snow, it was impressive at lower speeds, getting into and out of the tighter corners very effectively but then felt a little loose in the high-speed sweeps. Third and fourth in the straight and curved aquaplaning tests rounded off a solid wet performance.

It was mid-pack in dry braking and sixth and last in dry handling, with a scrubby feel and less agile responses than the best, so it needed to be bullied a little to find the best lines. It was average for rolling resistance and at the higher end for measured cabin noise.

WE SAY: "A tyre that prioritises snow performance but is good in the wet and fair in dry conditions."

Overall 97.7%

Price £104

Snow braking	98.9	=3rd
Snow traction	96.8	3rd
Snow handling	99.4	3rd
Straight aquaplaning	95.4	3rd
Curved aquaplaning	92.8	4th
Wet braking	93.5	=4th
Wet handling	99.4	2nd
Wet circle	94.3	6th
Dry braking	91.1	4th
Dry handling	98.1	6th
Cabin noise	98.6	=4th
Rolling resistance	89.7	4th

Blackcircles says: "Customers rate this tyre 4.5/5 overall. Noted for its good performance in wet and dry conditions, as well as a quiet drive and strong grip."

3rd Bridgestone Turanza All Season 6

★★★★½

SECOND overall in our last test, the Bridgestone just missed out this time by the smallest of margins. Once again it proved strong in the wet and the dry, and delivered a little more in the snow this time.

The improvement that lifted its snow performance came in braking, where it finished second, within half a metre of the top tyre. It was ranked fifth in the traction test and also around the handling circuit, where it was a couple of seconds off the pace.

We put a premium on wet performance, and the Bridgestone performs well here. It set the standard in the all-important braking test, and was first on the wet circle and in straight aquaplaning. It was fifth around the wet handling circuit, 1.6sec off the best, but it was easy to exploit, being stable and predictable. It just needed a moment to settle into the turns where others were more decisive.

It wasn't the quietest or most economical, but second in dry braking means it offers strong braking on all three surfaces. It was within half a second of the best tyre around the dry handling track, where it felt superb being responsive, grippy and precise.

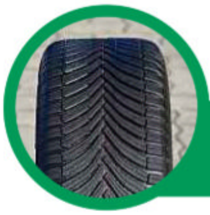
WE SAY: "Outstanding in the wet, great in the dry and useful in the snow. A great all-season tyre."

AUTO EXPRESS
ALL-SEASON TYRE TEST 2025
RECOMMENDED

Overall 98.9%

Price £123

Snow braking	99.0	2nd
Snow traction	94.8	5th
Snow handling	96.6	5th
Straight aquaplaning	100	1st
Curved aquaplaning	95.7	=2nd
Wet braking	100	1st
Wet handling	98.2	5th
Wet circle	100	1st
Dry braking	96.6	2nd
Dry handling	99.4	5th
Cabin noise	98.2	6th
Rolling resistance	83.6	5th



Blackcircles says: "Well regarded for its performance in various conditions. Rated 4.6/5 overall, the tyres' great performance inspires confidence in drivers."

2nd Continental AllseasonContact 2

★★★★½

STRONG results on all three surfaces illustrate what an accomplished all-season tyre the Continental is. Best in snow braking and a strong fourth in traction are complemented by a close second around the handling circuit, where its nose-led balance compromised its slow-speed ability a little but made it reassuringly stable and confidence-inspiring in the many tricky faster sections where others would be sliding from the rear.

It was a similar story in the wet, although this time its performance on the handling circuit was complete. It set the quickest time, blending low-speed agility and bite with steadfast stability and composure in both fast and slow corners. It was also third around the wet circle and in wet braking, less than half a metre behind the top tyre. If it has a weakness, it's aquaplane performance; it was sixth and last in both deep-water disciplines.

The Continental was effective rather than inspiring in dry handling, delivering its grip both a little reluctantly and noisily, although it was refined over various surfaces. It was third in dry braking and delivered the second-lowest rolling resistance.

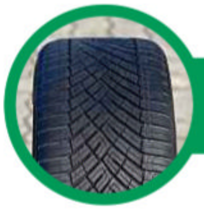
WE SAY: "A superb all-season tyre that's great to drive and delivers in all conditions."

AUTO EXPRESS
ALL-SEASON TYRE TEST 2025
RECOMMENDED

Overall 99.0%

Price £117

Snow braking	100	1st
Snow traction	94.9	4th
Snow handling	99.8	2nd
Straight aquaplaning	93.6	6th
Curved aquaplaning	83.9	6th
Wet braking	98.6	3rd
Wet handling	100	1st
Wet circle	97.7	3rd
Dry braking	92.7	3rd
Dry handling	99.7	=3rd
Cabin noise	98.6	=4th
Rolling resistance	92.9	2nd



Blackcircles says: "Rated at 4.6/5 by over 1,200 customers. Many report satisfaction with performance in wet and dry conditions, and good durability."

"THE PIRELLI DIDN'T PUT A WHEEL WRONG, FINDING THE IDEAL LINES TO DELIVER A SATISFYING, SOLID PERFORMANCE"

1st Pirelli Cinturato All Season SF 3

★★★★★

LAST year's winner dominated our all-season test once again. Top in four tests, second in four more and with an equal third and a fourth its lowest rankings, the Pirelli All Seasons set an unassailable standard.

That equal third place was in snow braking, but it was within half a metre of the best and went on to set the pace in the traction test and around the handling circuit, where it seemed to have more of everything – but particularly traction and lateral grip. It was composed and really inspired confidence, which contributed to a remarkable consistency: all three timed laps were within a tenth of a second.

The Pirelli was just as impressive on the wet handling circuit, finishing third, and a mere 0.6sec behind the pace-setting Continental. It felt great there too, with terrific turn-in and mid-corner grip. It didn't put a wheel wrong around the lap, finding the ideal lines and hitting all the clipping points to deliver a satisfying, solid performance. This was bolstered by a second-place spot in wet braking, fourth on the wet circle (but not far off the pace) and a pair of strong aquaplaning results – first in the curved test and second in the straight.

It notched up another first place in dry braking; it stopped from 62mph in 36.9m, 1.3m better than the next best tyre and almost 3m better than the third. It was second on the handling circuit, where it felt right at home: grippy, responsive, finely adjustable and quiet. It was quiet according to the noise meter, too, ranking second quietest on our three surfaces. All this and third-best rolling resistance.

Objectively, it was a very strong performance on all three surfaces, and it delivered top-drawer feel and feedback around the laps. Outstanding.

WE SAY: "The definitive all-season tyre, and perfectly matched to UK conditions."

AUTO EXPRESS ALL-SEASON TYRE TEST 2025 WINNER

Overall 100%

Price £127

Snow braking	98.9	=3rd
Snow traction	100	1st
Snow handling	100	1st
Straight aquaplaning	98.3	2nd
Curved aquaplaning	100	1st
Wet braking	99.3	2nd
Wet handling	99.3	3rd
Wet circle	97.6	=4th
Dry braking	100	1st
Dry handling	99.8	2nd
Cabin noise	99.2	2nd
Rolling resistance	90.2	3rd

Blackcircles says: "We are unable to provide any insight into the tyre's popularity or performance with customers at present."

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A24 CDH
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M123 COY
C23 CPH
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B26 CRA
D21 CRC
D21 CRH
A28 CRO
G26 CRS
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H21 CSB
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D5 CSW
G8 CTH
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J8 DLY
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E21 DMM
A21 DMR
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A21 DNS
C18 DOB
S44 DOD
H26 DOM
C25 DOR
V14 DOT
C20 DOT
L55 DOT
N88 DOT
C21 DPM
C21 DRC
H21 DRW
B11 DSA
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R9 DSJ
E6 DSP
B9 DST
DSV 306
H21 DSW
K27 DUC
A10 DUD
H21 DUF
D21 DUG
A26 DUN
D15 DWN
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A4 GTH
975 GUB
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A21 HOD
D25 HOW
HTK 954
C21 HUB
B21 HUD
C24 HUG
S18 HUL
A21 HUM
HVG 853
H21 JAB
C26 JAB
M311 JAC
A23 JAE
D21 JAF
G21 JAF
N21 JAL
D26 JAL
C23 JAP
R70 JAP
P16 JAR
C21 JAW
D21 JAX
A23 JAX
X11 JBC
N8 JBR
D21 JBS
H5 JCA
D21 JCB
A15 JCC
N5 JCD
N3 JCE
A23 JCG
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H21 JCP
C21 JCR
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D21 JCS
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D5 JDA
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A21 JOL
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A24 JOR
C16 JOY
G21 JPB
B8 JPE
A23 JPM
C24 JPR
D17 JPS
E23 JPW
G23 JRB
C23 JRC
D21 JRG
R15 JRS
C23 JRW
T7 JSA
B24 JSB
G21 JSC
J10 JSD
H24 JSH
A29 JSP
D21 JSR
D21 JSW
J10 JTH
R12 JTM
B12 JUD
E21 JUD
P21 JUS
A26 JUS
A26 JWB
G21 JWS
A22 KAB
W21 KAL
Y9 KAN
H21 KAR
D21 KAW
KAZ 9777
A9 KCB
KDN 563
D20 KEE
D26 KER
R16 KES
H21 KES
B3 KEW
D21 KEY
N23 KEY
Y4 KGB
P1 KGS
C21 KJH
KJI 613
KJU 774
G21 KJW
C21 KLS
K21 KLY
A15 KMC
E21 KMH
L8 KMR
D21 KNS
M19 KRN
A21 KRS
H21 KYE
D21 KYL
D21 KYS
D21 LAB
D21 LAC
G21 LAC
A15 LAD
D25 LAD
T6 LAG
D26 LAH
A21 LAK
A16 LAL
G24 LAM
N26 LAM
T500 LAN
B22 LAR
D23 LAR
A21 LAT
P21 LAT
A21 LAV
H21 LAY
B26 LCK
A24 LCY
C6 LDH
A21 LDS
C24 LEC
G21 LED
A24 LEM
D18 LEN
N24 LEN
J21 LEO
N777 LES
H24 LET
A21 LEV
E23 LFC
A21 LFS
A22 LFY
A24 LJB
A13 LJC
G21 LJS
D26 LJW
A25 LLA
B24 LLL
H24 LLL
H21 LLN
A21 LLO
C21 LLS
A21 LLX
A23 LMA
B21 LMC
E21 LMO
E26 LMR
A24 LMS
A24 LMW
C25 LNG
D25 LNG
L4 LOB
H21 LOK
G21 LOL
B15 LON
A24 LOR
D25 LOR
R10 LOT
E15 LOV
A26 LOW
A7 LOY
D23 LSA
G21 LTS
X27 LUK
D21 LUX
E367 LYN
G22 MAA
X61 MAB
A26 MAE
F24 MAF
G24 MAM
F15 MAP
A25 MAP
C22 MAS
D26 MAW
B21 MBL
K21 MBR
A29 MCA
E21 MCB
G21 MCB
G26 MCC
H23 MCD
C21 MCE
D21 MCH
H26 MCK
C26 MCM
T18 MCN
G25 MCS
C23 MCT
P23 MCW
G21 MDB
D21 MDC
C11 MDH
N7 MDJ
A21 MDW
A26 MEC
G22 MEE
B23 MEE
C23 MEE
G23 MER
C12 MES
E21 MET
D9 MEW
A26 MEY
P9 MGB
E9 MGM
B25 MGS
A21 MGW
E23 MJA
P123 MJD
K121 MJH
MJI 221
J30 MJP
H21 MJR
A24 MJR
J321 MJW
A23 MKE
E23 MKE
C21 MLB
A26 MLH
G23 MLL
D24 MLR
A25 MLR
A23 MLW
C21 MMC
E26 MMM
L4 MMP
G23 MMY
G21 MOG
J24 MON
W55 MON
A26 MOR
E21 MOS
G21 MOS
Y5 MOT
M25 MOX
A26 MPH
A11 MPR
A24 MPS
A23 MRB
G21 MRC
J21 MRD
H23 MRH
V444 MRK
A24 MRW
D21 MSB
H26 MSH
P11 MSP
A26 MSW
C24 MUL
A21 MUS
A21 MYK
A21 MYL
A21 MYM
A24 MYY
G21 NAB
M23 NAG
F21 NAH
G21 NAH
D21 NAJ
G16 NAL
J26 NAN
M21 NAP
D21 NAR
H24 NAS
J26 NAS
D21 NAW
D21 NAY
A26 NAY
A23 NCH
C26 NCK
N23 NDY
E26 NDY
F21 NEL
H22 NES
N24 NET
E25 NEV
T70 NEV
R24 NEW
G21 NEY
H21 NGE
G21 NGL
A22 NGY
L29 NJC
A25 NKY
D24 NLS
H23 NLY
H24 NLY
Y1 NMH
N28 NNA
A25 NNG
G21 NNO
A21 NNY
A24 NON
H23 NOR
L31 NOR
A22 NOV
A25 NOW
A7 NSB
A24 NSY
A25 NTS
D21 NUT
A25 NXN
G21 NYY
J123 OAN
A21 OCT
H22 ODG
C21 OEY
OFB 547
H24 OGG
C25 OLA
H25 OLE
C25 OLL
H26 OLL
C21 OLN
D21 OLS
H26 OME
D21 OMS
H25 ONE
C26 ONE
D21 ONG
A21 OOK
H25 OOP
C26 OOT
D21 ORE
G25 ORG
D21 ORS
H21 OSE
H21 OSS
L23 OTT
B21 OVE
H24 OWE
C21 OWL
A21 OWN
H21 OYD
D23 PAG
P33 PAH
T77 PAL
K33 PAM
A15 PAP
B25 PAR
M26 PAR
D321 PAT
R444 PAT
A24 PAW
T3 PAX
R2 PAY
X11 PBR
X5 PCA
A4 PCD
V3 PCJ
A23 PEA
V3 PEE
H5 PEG
A24 PEL
D26 PEN
F21 PER
C23 PET
G21 PJB
A23 PJD
A26 PJG
E21 PJH
G23 PJM
R12 PJW
A23 PMB
H21 PMW
C26 POD
G21 POL
A26 POP
R21 POR
G21 POT
H21 POT
E21 POW
X6 PRK
C25 PRO
F21 PRS
A21 PRU
N3 PSM
C11 PTC
C21 PTR
A25 PUB
C25 PUD
D26 PUG
A21 PUP
R8 PUT
P7 PWH
PXM 349
R26 PYE
K10 RAC
D21 RAC
G24 RAD
D21 RAE
S40 RAE
J26 RAF
F21 RAG
D12 RAH
J555 RAJ
A23 RAK
T15 RAL
E21 RAR
B25 RAR
G26 RAS
C26 RAT
J19 RAV
A24 RAW
RBO 329
K1 RBW
H21 RBY
A26 RCB
J2 RCD
H21 RCH
G11 RCL
A21 RCS
E21 RDB
H3 RDG
E26 RDS
P7 RDW
E9 RDY
C25 REA
A23 REB
D23 REC
F25 REE
A21 REF
W44 REG
A26 REN
B21 RES
A4 RET
B24 REW
B24 REY
R88 RFC
C24 RGO
L5 RGW
RIJ 803
F23 RJA
A26 RJB
D23 RJD
D21 RJG
H23 RJH
RJI 988
G26 RJM
M44 RJS
C21 RJT
A26 RJT
P24 RKR
D21 RKS
A23 RLS
C24 RLT
B24 RLW
C21 RMC
A26 RMH
B24 RMY
E24 RNE
F21 RNS
B25 ROC
G21 ROE
W28 ROG
P14 ROL
J21 ROM
K60 RON
X29 ROS
D5 ROV
N26 ROW
S900 ROY
H26 RPO
T14 RRR
A25 RRY
E21 RSB
A23 RSC
E8 RSG
R13 RSM
B21 RTH
RVT 135
SBX 668
SYA 441
UAR 196
ULL 871
UPE 885
VGX 126
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5847 VU
WEZ 115
WSD 913
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469 XHY
XTU 162
XXI 443
YBP 844
701 YKN
7282 YZ

All priced at £675 + VAT + £80 DfT fee

REGISTRATIONS URGENTLY WANTED FOR IMMEDIATE PURCHASE

OTHER CHOICES

All-season tyres are not the only choice, of course, which is why we compared them against the UK-favourite summer rubber and the much less frequently used winter tyres

AS part of this all-season tyre test we included a winter tyre and a summer tyre, tested alongside our all-season contenders to illustrate their relative strengths and weaknesses.

In some European countries, drivers are compelled by law to switch to winter tyres in the cold months, from around October to the end of March. Here in the UK, we can keep on using regular tyres – what our mainland European cousins call summer tyres – all year round. These are very poor in snow, which is why the lightest flurry can bring traffic to a standstill.

Winter Continental WinterContact TS870

WINTER tyres are designed specifically for the coldest months of the year, for temperatures below 7C and for roads covered in snow, slush or ice. They are usually replaced by summer tyres for the warmest months, so their capabilities are tailored to cold conditions. It was no surprise that in our snow test the winter tyre performed better than our all-season tyres. That said, the best all-season tyres get close.

In cold, wet conditions, the winter tyre was competitive in most disciplines and especially the aquaplaning tests; their wide grooves are designed to capture snow and are also good at clearing water from the contact patch. However, the winter tyre fell short of the best all-season tyre in the crucial wet braking test, and the margin was even greater in dry braking. In warmer temperatures, these gaps would be much bigger because the winter tyre's compound would be far outside its operating range, while an all-season tyre is designed for a much broader range of temperatures.

Blackcircles says: "Rated 4.7/5 for 'would buy again'. Buyers say the tyres give predictability in cold, wet or snow."

Overall 97.5%

Price £154

Snow braking	103.5
Snow traction	101.3
Snow handling	101.0
Straight aquaplaning	100.3
Curved aquaplaning	104.8
Wet braking	95.7
Wet handling	101.2
Wet circle	96.2
Dry braking	87.6
Dry handling	97.8
Cabin noise	99.1
Rolling resistance	91.9

Summer Vredestein Ultrac+

WE included a summer tyre to show the folly of using them on snow. We do this for every winter and all-season tyre test, yet when the moment comes to set a lap time on the summer tyre, it's always a shock just how bad it is. It was hard to move off from a standstill, difficult to turn and worst of all was the fear that we wouldn't be able to stop the car.

The main reason a summer tyre is unsuitable for winter driving is because its compound is designed to work above 7C – below this it becomes less flexible, but it also has the wrong tread design for cold conditions. The grooves in winter and all-season tyres are designed to hold snow because this then grips the snow on the ground, whereas the tread of a summer tyre is designed to clear standing water and generate lateral grip on warm asphalt.

However, in the cold wet and dry tests, the summer tyre performed well. It's when temperatures get close to freezing point and beyond that it struggles and winter and all-season tyres come into their own.

Blackcircles says: "Buyers rate this tyre 4.8/5 for 'would buy again' and highlight its good value for money."

Overall 98.0%

Price £100

Snow braking	54.8
Snow traction	45.8
Snow handling	63.9
Straight aquaplaning	96.4
Curved aquaplaning	109.0
Wet braking	100.7
Wet handling	103.3
Wet circle	101.1
Dry braking	102.5
Dry handling	101.0
Cabin noise	106.5
Rolling resistance	95.3

RESULTS BY CATEGORY

How the tyres stacked up against each other

THE Sailun demonstrated that, in broad terms, you get what you pay for. It was no bargain, however, and for your money you get last place in all the snow tests, last in wet and dry braking, and the poorest economy. First in dry handling and cabin noise was little compensation.

The fifth-placed Dunlop was most economical but pipped to fourth spot by the Vredestein, which was at its best on snow but good in the wet and reasonable in the dry tests.

The top three tyres were in a class of their own. Almost tied for second place were the Bridgestone and Continental. The former proved outstanding in the wet, while the latter delivered in all conditions. But topping the table once again was the Pirelli, a tyre that offered superb performance across the board and drove brilliantly.

OVERALL		%
1st	Pirelli	100
2nd	Continental	99.0
3rd	Bridgestone	98.9
4th	Vredestein	97.7
5th	Dunlop	97.6
6th	Sailun	95.2
WIN	Continental	98.6
SUM	Vredestein	98.2

PRICE		£
1st	Sailun	98*
2nd	Vredestein	104
3rd	Continental	117
4th	Bridgestone	123
5th	Pirelli	127
6th	Dunlop	130
WIN	Continental	154
SUM	Vredestein	100

SNOW BRAKING		%
1st	Continental	100
2nd	Bridgestone	99.0
3rd=	Pirelli	98.9
3rd=	Vredestein	98.9
5th	Dunlop	98.6
6th	Sailun	86.2
WIN	Continental	103.5
SUM	Vredestein	54.8

SNOW TRACTION		%
1st	Pirelli	100
2nd	Dunlop	96.9
3rd	Vredestein	96.8
4th	Continental	94.9
5th	Bridgestone	94.8
6th	Sailun	82.1
WIN	Continental	101.3
SUM	Vredestein	45.8

SNOW HANDLING		%
1st	Pirelli	100
2nd	Continental	99.8
3rd	Vredestein	99.4
4th	Dunlop	99.3
5th	Bridgestone	96.6
6th	Sailun	95.6
WIN	Continental	101.0
SUM	Vredestein	63.9

STRAIGHT AQUAPLANING		%
1st	Bridgestone	100
2nd	Pirelli	98.3
3rd	Vredestein	95.4
4th	Dunlop	94.4
5th	Sailun	94.1
6th	Continental	93.6
WIN	Continental	100.3
SUM	Vredestein	96.4

CURVED AQUAPLANING		%
1st	Pirelli	100
2nd=	Bridgestone	95.7
2nd=	Sailun	95.7
4th	Vredestein	92.8
5th	Dunlop	89.5
6th	Continental	83.9
WIN	Continental	100.3
SUM	Vredestein	109.0

WET BRAKING		%
1st	Bridgestone	100
2nd	Pirelli	99.3
3rd	Continental	98.6
4th=	Dunlop	93.5
4th=	Vredestein	93.5
6th	Sailun	85.5
WIN	Continental	95.7
SUM	Vredestein	100.7

WET HANDLING		%
1st	Continental	100
2nd	Vredestein	99.4
3rd	Pirelli	99.3
4th	Dunlop	98.3
5th	Bridgestone	98.2
6th	Sailun	97.3
WIN	Continental	101.2
SUM	Vredestein	103.3

WET CIRCLE		%
1st	Bridgestone	100
2nd	Dunlop	98.6
3rd	Continental	97.7
4th=	Pirelli	97.6
4th=	Sailun	97.6
6th	Vredestein	94.3
WIN	Continental	96.2
SUM	Vredestein	101.1

DRY BRAKING		%
1st	Pirelli	100
2nd	Bridgestone	96.6
3rd	Continental	92.7
4th	Vredestein	91.1
5th	Dunlop	87.0
6th	Sailun	86.8
WIN	Continental	87.6
SUM	Vredestein	102.5

DRY HANDLING		%
1st	Sailun	100
2nd	Pirelli	99.8
3rd=	Continental	99.7
3rd=	Dunlop	99.7
5th	Bridgestone	99.4
6th	Vredestein	98.1
WIN	Continental	97.8
SUM	Vredestein	101.0

CABIN NOISE		%
1st	Sailun	100
2nd	Pirelli	99.2
3rd	Dunlop	99.1
4th=	Continental	98.6
4th=	Vredestein	98.6
6th	Bridgestone	98.2
WIN	Continental	99.1
SUM	Vredestein	106.5

ROLLING RESISTANCE		%
1st	Dunlop	100
2nd	Continental	92.9
3rd	Pirelli	90.2
4th	Vredestein	89.7
5th	Bridgestone	83.6
6th	Sailun	75.6
WIN	Continental	91.9
SUM	Vredestein	95.3

Win: Winter, Sum: Summer (for comparison purposes)

*Not available at Blackcircles. Average of prices at other outlets plus fitting

THE Pirelli was barely ever out of the top three, performing brilliantly in all conditions, notably the key wet and dry braking tests, and feeling great too. It's the definitive all-season tyre, and a great choice for conditions in the UK.

AUTO EXPRESS ALL-SEASON TYRE TEST 2025 WINNER

WINNER Pirelli Cinturato All Season SF 3

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BRIDGESTONE
Turanza All Season 6
★★★★★ 4.6/5
157 reviews

PIRELLI
Cinturato All Season SF 3
New model

AUTO EXPRESS
ALL-SEASON TYRE TEST 2025
WINNER

Continental
AllSeasonContact 2
★★★★★ 4.6/5
1292 reviews

VREDESTEIN TYRES
Quatrac
★★★★★ 4.5/5
738 reviews

DUNLOP
All Season 2
★★★★★ 4.5/5
178 reviews

MICHELIN
CrossClimate 3
★★★★★ 4.8/5
246 reviews

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WINTER ESSEN

Halloween is around the corner, and daylight is shrinking fast. So, these are the best product

Tom Barnard

BY now, you will have pulled your winter clothes to the front of the wardrobe and switched on the heating at home. The cold weather is here and with it come longer hours of darkness. But it's not just hard on us – your car will be feeling the chill too.

Lower temperatures mean it has to work harder to get going, with less power in the battery and thickened oils in the engine. Once it's running, there are windows to clear, heaters to run, and lights that need to be kept bright. On top of that, the roads are wet and covered in salt, which chips away at paint and accelerates corrosion.

Now is the time to get ready for the worst of winter, with accessories and treatments that will keep you and your car safe through the chilly weather. These are the top cold-busting products we tested this year.

> **"YOUR CAR WILL ALSO BE FEELING THE CHILL. THERE ARE WINDOWS TO CLEAR, HEATERS TO RUN AND LIGHTS TO BE KEPT BRIGHT"**

BOSCH
AEROTWIN
AR 22 U

WIPER BLADES

BEST BUY

Bosch Aerotwin

Price: £20-£25
wiperblades.co.uk

THERE'S no getting away from it – your wipers work harder in winter, with those thin strips of rubber expected to keep your view crystal clear. Inevitably, we will also expect them to survive being dragged across frost and even push snow out of the way.

Our tests include leaving wiper blades overnight in a freezer at -18 degrees C and checking to see if they remain supple enough to clear the screen. Bosch's Aerotwins have been the consistent winners.

PHILIPS
RacingVision GT200
H7
Up to 200% more brightness

HEADLAMP BULBS

BEST BUY

Philips RacingVision GT200

Price: £22.49
powerbulbs.com

WINTER means most of us will be driving to work and back in darkness, making it crucial to have good headlights. Many cars now come as standard with LED lamps, which produce more powerful beams and a cooler, blue-tinged light, which is better at picking out reflective surfaces.

Upgrading older halogen lamps to LEDs is expensive and also illegal on the road, but you can make a real difference to your visibility at night by simply swapping the bulbs for brighter ones. Our tests showed a 270 per cent improvement is possible compared with standard bulbs – a massive difference for an investment of less than £25.

SCREEN WASH

WHILE a watery mixture of screen wash might have been fine in the summer, it will soon result in frozen jets when temperatures fall. The first you might know about it is when your wipers smear salty grime across the windscreen while you are being dazzled by a low sun.

Now is the time to start topping up the wash reservoir with winter-strength fluid so it's running through the pipes in time for the freezing weather. Our tests gave Prestone Extreme Performance Screen Wash the top score for its cleaning, value, and frost-busting ability.

BEST BUY

Prestone Extreme Performance Screen Wash

Price: From £5
holtsauto.com

Prestone
EXCELS IN EXTREMES
CONCENTRATE
EXTREME PERFORMANCE SCREEN WASH
MELTS ICE DOWN TO -18°C

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RUST PREVENTION

WHILE the top of your car might look pristine, the underneath could be a different story. It's bombarded with dirt and debris, including salt. Most owners don't clean the bits they can't see, so rust can quickly take hold.

If you want to give your car the best chance of a long life, apply a coating to exposed metal parts such as sill ends, floorpans and suspension. Be careful not to get any on the brakes, though.

Bilt-Hamber's Dynax-UB is the wax that has best held off corrosion in our tests.

BILT HAMBER
DYNAX-UB

RECOMMENDED

Bilt-Hamber Dynax-UB

Price: £16.95
bilthamber.com

JUMP START PACK

BEST BUY

MSC Overland 10Ah

Price: £89.95
mobilesolarchargers.co.uk

COLD weather means your car's battery will have less power, and you'll be asking more from it. Even if your battery is new, sheltering in your parked car with the radio on could be enough to drain it.

A booster pack is far more convenient than calling for a recovery service or begging a passing motorist for a jump start. Our Best Buy is the MSC Overland 10Ah.

SNOW SOCKS

RECOMMENDED

AutoSock

Price: From £49.95
autosock.co.uk

WHILE winter or all-season tyres offer the best chance of your car making it home after a snowstorm (see all-season tyre test on p85), there will be many drivers who don't want the trouble and expense of changing their wheels.

If that sounds like you, then one answer could be snow socks. These are a more modern alternative to snow chains and wrap around the wheel and tyre, with the fabric gripping the snowy surface. They will get you out of a slippery situation.

ICE SCRAPER

BEST BUY

Simply 3-in-1 Super Squeegee & Ice Scraper

Price: £1.79
halfords.com

YOU'RE running late for work and reach your car to find a layer of frost covering the glass. If you don't have a scraper or some de-icer, you'll be left waiting for the heater to warm up, or using a loyalty card to clear the glass.

Scrapers start in price from just £1, so it makes sense to pick one up and leave it in your glovebox or door pocket. We reckon the Simply 3-in-1 Super Squeegee and Ice Scraper has everything you need and only costs £1.79.

CAR COVERS

IF you need to leave your car laid up for longer than a few days over winter or want to protect it from leaves, rain and frost, then you might consider fitting a cover. Those that enclose the entire car will provide complete protection, but you need to be careful to avoid condensation build-up and damage to the paint.

Far easier to use are half covers that protect the top of the car, keeping UV rays away from the interior and stopping damage to convertible roofs.

RECOMMENDED

Car Cover Shop Waterproof & Breathable Half Cover

Price: From £79
carcovershop.co.uk

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102 BUYER'S GUIDE VOLKSWAGEN LUPO Small but perfectly formed city car

BUYING CARS

WHY TECH CANNOT DRIVE FOR YOU

AEX AUTOMATIC headlights and wipers, humongous touchscreens, countless sensors, autonomous emergency braking – the list of technology in modern cars is longer than ever before. All of these features often come in seriously handy, too, taking a sizeable chunk of effort out of everyday driving.

However, if you're shopping for a new car that's adorned with all of this lovely gadgetry, I urge you to do one thing: remember that it's there to assist you as a driver, not replace you.

All too often I'll be driving along the motorway with numerous cars creeping far too closely towards the centre white line, or there are countless people driving without their lights on at night, or in rain and fog.

Sure, people have been making driving mistakes since the dawn of the motor car, but I can't help feeling that some of us are becoming too reliant on automation.

Mainstream fully autonomous driving is a while away yet, so it's vital that we all remember who's responsible for the safety of every car on the road: the driver. I'm certainly not saying that we should stop using advanced assistance and safety systems (in fact I often make use of them myself) but, as with any other kind of technology, I'm saying that it's essential that we respect it and operate it properly – especially when you consider that it's your own safety – and that of other road users – that's potentially at risk.

It shouldn't take long to learn and understand your car's advanced safety and assistance systems, whether that's through hands-on experience, by reading your owner's manual, or making sure you pay attention to a proper handover from the dealer when you buy a new car that will likely have cleverer tech than the one you're coming out of. Being clued up on these systems means you'll then be in a better place to understand each one's limitations. It's a pretty small amount of effort, but this extra homework could prove crucial in keeping you safe from any accidents or falling foul of the law.

Once you're familiar with your car's fancy technology, it's then important to resist the temptation of getting too comfortable and falling into bad habits. While many new cars will now tell you off for looking away from the road in front or taking your hands of the wheel, it shouldn't be down to a machine to remind you to drive safely.

> **"MANY NEW CARS WILL TELL YOU OFF FOR BAD HABITS, BUT IT SHOULDN'T BE DOWN TO A MACHINE TO REMIND YOU TO DRIVE SAFELY"**

SHANE WILKINSON

Auto Express's senior content editor on why too many drivers forget their responsibility to drive safely, and rely too much on technology to do so instead

DRIVER POWER

OWNER VIEWS ON THE UK'

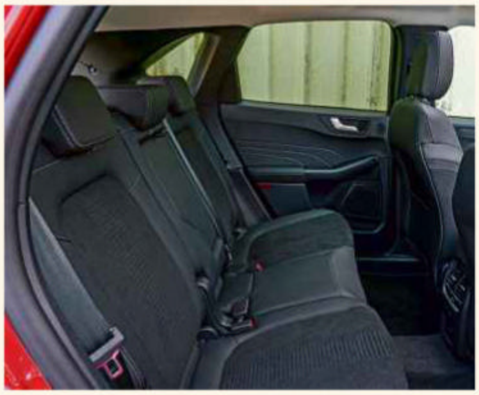
THE DRIVING EXPERIENCE

YOU SAID "The performance of my plug-in hybrid is outstanding and so is refinement. The steering is light and responsive, and the ride is superb. Throw in really enjoyable handling and the Kuga is a brilliant SUV."

MPG AND RUNNING COSTS

YOU SAID "I get 46 miles of electric range from my plug-in hybrid, which slashes my fuel costs. I've averaged 115mpg, which is impressive."

> **"Although nothing major has gone wrong, it's a car that could have been built better. Some materials feel rather cheap."**



INFOTAINMENT AND ELECTRICS

YOU SAID "The hi-fi system has a great sound quality and it's really intuitive. The navigation is also easy to use with clear mapping, but what I really like about my Kuga is the heated windscreen, which should be on every car for safety reasons."

PRACTICALITY AND SPACE

YOU SAID "Ford has put a lot of effort into ensuring there are plenty of cubbyholes dotted all around the cabin. The back seats are incredibly easy to fold down and the sliding rear seat makes it even more practical."

POSITION 4th

Ford Kuga Mk3

> “It’s a spacious SUV with high seating. Thanks to great fuel economy and the latest technology, I have no regrets about buying it.”

Richard Dredge

THE Ford Kuga just missed out on a podium position this year, in fourth place. It’s a major improvement on last year’s performance, when it managed 37th. This is the latest, third-generation Kuga, built in Valencia, Spain, which has a range of eco-focused powertrains starting with a 1.5-litre three-cylinder petrol, and including 2.5-litre petrol/electric hybrid and plug-in hybrid options.

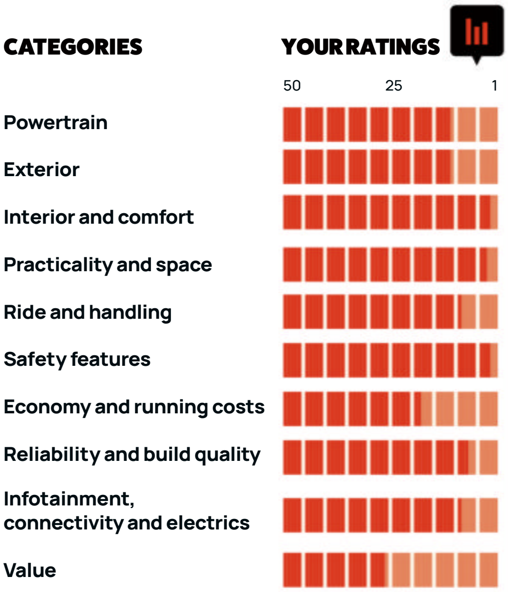
Inside, the SUV inherits much of its design from the Focus on which it’s based, but the Kuga significantly outperforms its hatchback stablemate in terms of owner satisfaction; drivers enthuse about their SUVs in a way the once-supreme Focus can only dream of (it came a poor 47th in this year’s survey). The Kuga’s family-friendly credentials are reflected in its highest-scoring categories; it manages a second place for boot capacity, third for seating versatility and fifth for both all-round visibility and rear-seat legroom. A seventh spot for front-seat comfort is also welcome.

The Kuga is in the bottom half of the table for only three things: ride quality (29th), servicing costs (28th) and value for money (26th). Apart from a 23rd place for drivetrain smoothness, everything else is in the top 20, which is no mean feat.

Perhaps one of the most impressive scores is fifth for handling, but other scores worth writing home about include second for braking responsiveness, seventh for reliability as well as overall quality, while the number of safety features is rated in fourth.

OVERALL SCORE **88.69%**

USED PRICES FROM: £10,000 **YEARS:** 2019 to present
CO2: 21-154g/km **FUEL ECONOMY:** 44.1-313.9mpg
BEST OPTIONS: Space-saver spare wheel, Technology Pack, Winter Pack, opening panoramic glass sunroof



DATA BY CATEGORY
Bars illustrate 50-1 rankings per category. The longer the bar the better the car’s ranking

YOUR VIEW

Reader comments reflecting how they feel about their car

> “The high spots for me are the handling, power and comfort, but customer service is poor. Staff seem to be out of their depth.”

> “It’s a really comfortable car and spacious. Very generously equipped and with a stereo that sounds awesome, it’s great.”

> “The collision-avoidance system activates so randomly that it’s useless, and the lane-keep assist is an easily missed light.”

INTERIOR AND COMFORT

YOU SAID “The visibility is good, but the windscreen pillars could be a bit slimmer. With the rear parking camera and decent door mirrors it’s pretty good. The seats are very comfy too, while there’s lots of legroom for those in the rear.”

WHY DRIVER POWER IS IMPORTANT

Every year thousands of owners share thoughts, opinion and experiences of the cars they own. This not only helps potential buyers, it also helps makers shape the new generation of cars. Make sure your voice is heard.

SCAN THE CODE TO TAKE THE SURVEY
Tell us about your car and you could be in with a chance of winning a £1,000 John Lewis voucher

WANT ONE?

If you’re in the market for a used Ford Kuga, the Auto Express buying service can find your ideal model

USED BUYER'S GUI

FROM £1,000 The VW Lupo was the company's first attempt at a city car, a

Richard Dredge

UNTIL the arrival of the Lupo in 1999, Volkswagen had never offered a city car. The original Beetle arguably sat in the bigger supermini segment, although in period it would have been seen as a small family car. Either way, when the Lupo arrived it, broke new ground for Volkswagen.

With its high-quality cabin, excellent road manners and smart design, the Lupo was definitely a premium option when new, and for years used values reflected its position in the marketplace.

But now the Lupo is a modern classic and while these smart-looking tiddlers are less readily available than they used to be, they're worth seeking out because they offer so much in return for so little. The Lupo is proof indeed that sometimes the best things do come in small packages.

HISTORY

THE Lupo was launched in February 1999 with a choice of 50bhp 1.0 or 1.4-litre petrol engines plus a 60bhp 1.7 SDi naturally aspirated diesel. The 1.4-litre engine put out 75bhp in the Lupo E and S, but 100bhp in the Sport, which was added to the range just three months later.

From July 2000 there was a 75bhp 1.4 TDi turbodiesel option. By the end of 2000 the Lupo that everyone now wants was on sale: the 125bhp 1.6-litre Lupo GTi, which initially came with a five-speed manual gearbox; from May 2001 a six-speeder was standard fare.

From May 2003 all Lupo engines were Euro 4 compliant and from April 2004 all models came with anti-lock brakes.

WHICH SHOULD I BUY?

THE obvious answer is the GTi, because these are the most fun and the most collectible; just six per cent of Lupos sold were GTi editions; the 1.0E was the biggest seller. But you pay a big premium for a GTi, and if you want cheap transport you're better off going for a 1.4-litre car; the SDi is a bit gutless but the TDi is much perkier. All diesels are frugal though.

No Lupo is lavishly equipped, with the entry-level E especially basic. Standard kit ran to a four-speaker radio/cassette along with front airbags for the driver and passenger, and that was it.

The Lupo S added central locking, electric windows and height adjustment for both front seats. Sport trim brought anti-lock brakes, electrically adjustable door mirrors, heated windscreen washer jets and 14-inch alloy wheels.

The GTi was also fitted with an alarm, xenon headlights, an eight-speaker hi-fi, sport seats and 15-inch wheels. While the E and S came with a full-size steel spare wheel, the Sport had a space saver and the GTi a tyre-repair kit.

PRICES

THERE aren't loads of Lupos for sale, and most of the ones that are available are being sold privately, because their low values mean there isn't enough margin in them for traders to sell them. Values are generally set according to mileage, spec and condition, rather than age, although newer Lupos tend to fetch more than early cars.

You can pay as little as £1,000 for a scruffy, high-mileage Lupo that's usable but will need some work before too long. Spend £2,500 and you can buy a 70,000-mile 1.0 E, while an extra £500 secures a 1.4-litre car. You'll be doing well to bag a Lupo GTi for less than £4,000, and for this money it'll be high-mileage and/or a bit tatty. A nice Lupo GTi fetches £6,000-£7,000, while superb low-mileage examples can be worth up to £10,000 or so, with six-speed cars carrying a premium.

✓CHECKLIST

UNSAFE MODS

The Lupo has been really popular with young drivers for a long time, and many of them have modified their cars. Make sure any changes to the suspension, exhaust, lights, ECU, etc have been done well.

BODYWORK

The roof gutters can rust, and so can the sills and rear wheelarches. The GTi's spoiler can absorb water, leading to paint problems, while the door-check strap can fail and the doors drop from weak hinges.

ELECTRICS

An array of electrical maladies is common, including failed xenon headlights on the GTi, rear wiper failure and the central locking not functioning. The windows stop working when the switches fail.

OTHER ISSUES

Early pedal boxes were weak and their welds could fail; later cars had a redesigned set-up. Gearboxes are weak as the bearings wear; the transmission can fail with no warning.

ENGINES
The 1.0-litre engine was by far the top seller (it accounted for 58 per cent of sales), but the 1.4-litre unit is much perkier

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Head over to our valuation tool to find out what your car is worth.

ON THE ROAD
All Lupos weigh very little, which means they corner neatly, even though the suspension is soft

DE Volkswagen Lupo

nd it was a cracker. Take time to find a good one and it'll both entertain and serve you well

STYLING
Lupo seems like a shrunken version of the VW Polo from the same era, and it still looks funky today

RUNNING COSTS

UNLESS you buy a liability that needs lots of new parts, the running costs of any Lupo should be very low.

While the GTi sits in a surprisingly high insurance group 22, all other models are in groups 5-12; most are in group 7. For Lupos registered before 1 March 2001, all cost £220 per year to tax, apart from the SDi and GTi, which are £360. For cars registered later, annual VED varies vary between £195 (1.0) and £345 (GTi), although the diesels are £35. The fuel economy varies from 38-64mpg depending on the engine.

Maintenance should also be cheap. The interval is set at every 12 months or 10,000 miles, while all engines need a fresh cambelt every four years or 40,000 miles. Any decent garage can maintain a Lupo, typically for £200-£300 per year, with cambelt replacement around £400.

RECALLS

VW has issued only two recalls for the Lupo, most recently 20 years ago, so any example that's still in use should have had any necessary repairs made by now.

The first recall was issued in July 2002, and it affected more than 120,000 Lupos and Polos made between May 1997 and December 1999. On the production line these were fitted with sub-standard vacuum pipes for the brake servo. The pipes could fail leading to a loss of servo assistance, although there was no chance of brake failure; new pipes were the solution.

The second recall came in March 2005, because almost 50,000 diesel-engined VWs (including some Lupos) made between March and August 2004 left the factory with faulty fuel pumps that could leak.

RUNNING COSTS
Any Lupo that's in decent nick should cost very little to keep on the road

INTERIOR
Many Lupos have two-tone trim with brightly coloured inserts to lift your mood. The build quality is superb for such a small car

ON THE ROAD

MOST Lupos weigh less than a tonne; even the 1.4 TDI is just 1,057kg, and that shows in the driving experience. The Lupe feels agile and fun with well weighted steering (power assistance was standard range-wide from January 2000), but the suspension is tuned for comfort rather than sharp handling; the ride is impressive for such a short and lightweight car.

Entry-level Lupos with the 1.0-litre engine feel underpowered, so we'd aim for at least a 1.4-litre powerplant. The 1.0-litre cars also did without a front anti-roll bar, so they don't corner as sharply as more powerful editions.

ALTERNATIVES

THE SEAT Arosa is the same car with different badges. The Arosa is even more unusual now than the Lupo and there was no GTi option, but prices for these tiny SEATs are temptingly low, with running costs just as palatable.

The Lupo was up against the Ford Ka, and these make a great cheap buy in first and second-generation forms, although the former can rot particularly badly.

The Citroen Saxo and Peugeot 106 are essentially the same car and are both cheap runabouts; you could also consider the Citroen C1 and C2 along with the Peugeot 107. The Toyota Yaris is another high-quality alternative that's much more roomy in the back.

PRACTICALITY
There isn't much space in the boot or the back seats. All models came with two back seats as standard, but three belts and head restraints were optional

INTERIOR
BIJOU and simple sum up the Lupo's cabin. The dashboard is basic but clearly laid out and the build quality is great, but air-conditioning was optional. Front-seat comfort is good but the back seats are cramped and two seatbelts is the norm; Isofix mountings were standard from June 1999. Boot space is 140 litres, or 830 litres with the seats down.

DRIVER POWER

ALTHOUGH the Ford Ka and Toyota Yaris appeared in our Driver Power surveys, the Lupo didn't, because not enough owners took part to give a representative sample.

Not that it makes much difference anyway, because anyone looking to buy a Lupo nowadays will be fully aware of its limitations, such as a lack of tech and cabin space, as well as its key strengths. Those include being cheap to buy and run, along with fun to drive.

VERDICT ★★★★☆

WITH the newest Lupos now two decades old, really nice examples are becoming ever-harder to find. But we can assure you that it's worth searching for one if you fancy something that's easy to park, costs buttons to run and is easy to maintain.

Of course these cars have the minimum of tech; even when compared with the latest city cars, the Lupo is very basic. For many, that's a good thing, because there's less to go wrong, there's no interference with the driving and it keeps the cost of maintenance down. Perhaps unsurprisingly, practicality isn't a strong suit, but as a cheap runabout that will probably be a second car, the Lupo makes a great buy.

NEW CAR PRICES

HOW OUR GUIDE WORKS

PERFORMANCE: This is the manufacturer's claimed acceleration time for a car, and is measured from 0-60mph or 0-62mph (0-100km/h), in seconds.

ECONOMY/EMISSIONS/RANGE: Combined WLTP economy in miles per gallon, emissions in grams per kilometre of CO2 and maximum claimed range for EVs. Figures are achieved in the latest WLTP tests, but will vary according to equipment and are unlikely to be representative of everyday efficiency.

INSURANCE: Group rating as quoted by the Association of British Insurers.

WARRANTY: Next to each manufacturer's name is the basic warranty period in months and miles for the mechanical parts. EVs and hybrids will have dedicated battery cover.

LIST PRICE: This is the on-the-road figure and includes VAT, delivery to dealer, the first 12 months' of emissions-based road tax, number plates and first registration.

WILL IT FIT? Is your garage big enough? Our measurements show the length and width of each model, but remember estate and performance variants may be bigger.

DRIVER POWER POSITION: Auto Express's survey canvasses results from tens of thousands of motorists. Models are rated by drivers, then ranked against others on sale in the UK. The lower the number, the higher the score a model achieved.

ROAD TAX: When a car is first registered, its first year's road tax is included in the price. This is emissions-based, with cars falling into one of 13 bands as follows:

0g/km: £10 **1-50g/km:** £110 **51-75g/km:** £130 **76-90g/km:** £270 **91-100g/km:** £350 **101-110g/km:** £390 **111-130g/km:** £440 **131-150g/km:** £540 **151-170g/km:** £1,360 **171-190g/km:** £2,190 **191-225g/km:** £3,300 **226-255g/km:** £4,680 **255g/km and above:** £5,490

After 12 months, it's the owner's responsibility to tax their vehicle. All cars are now levied at the same rate whether they're electric, hybrid, petrol or diesel. The standard rate is £195, while cars costing more than £40,000 face an additional charge that increases the annual rate to £620. After five years, these models revert to the lower rates.

EURO NCAP RATING: At the start of each model is its Euro NCAP crash test safety rating (if available). The maximum score is five stars, although the test has been made tougher over the years, so ratings aren't comparable between vehicles and expire after six years.

PICK-UP TRUCKS: The models listed here pay a flat rate of road tax, at £355 per year.

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
ABARTH					
Dealers: 82 **Warranty:** 3 yrs/60000 mls					
500e - 3673x1682mm					
Euro NCAP: N/A **Driver Power:** N/A					
42kWh (152) auto 500e	164	7.0	0	23	£29985
42kWh (152) auto 500e Turismo	157	7.0	0	23	£33985
500C: add £3000					
600e - 4187x1779mm					
Euro NCAP: N/A **Driver Power:** N/A					
54kWh (240) auto 600e	200	6.2	0	35	£36985
54kWh (280) at 600e Scorpionissima	200	5.9	0	36	£39885
ALFA ROMEO					
Dealers: 55 **Warranty:** 3 yrs/unlimited mls					
Giulia - 4643x1873mm					
Euro NCAP: ★★★★★ **Driver Power:** N/A					
2.0T (280) auto Sprint	39.2	5.7	162	24	£43750
2.0T (280) auto Veloce	38.2	5.7	167	34	£48750
2.0T (280) auto Intensa	38.7	5.7	166	34	£53150
2.9 V6TT (520) auto Quadrifoglio	27.7	3.9	231	46	£86885
Junior - 4173x1781mm					
Euro NCAP: N/A **Driver Power:** N/A					
1.2 Hybrid (136) auto Ibrida	58.9	8.9	109	26	£28400
1.2 Hybrid (136) auto Intensa	58.9	8.9	109	26	£33400
54kWh (156) auto Elettrica	247	9.0	0	23	£33905
54kWh (156) auto Speciale	254	9.0	0	23	£35705
54kWh (156) auto Intensa	254	9.0	0	23	£38905
54kWh (280) auto Veloce	200	6.0	0	34	£42305
Tonale - 4528x1841mm					
Euro NCAP: ★★★★★ **Driver Power:** N/A					
1.5T Hybrid (160) auto Sprint	49.6	8.8	129	28	£38650
1.5T Hybrid (160) auto Veloce	48.7	8.8	130	29	£43650
1.5T Hybrid (160) auto Intensa	48.7	8.8	131	29	£48050
1.3T PHEV (280) auto Sprint Q4	201.8	6.2	30	37	£45500
1.3T PHEV (280) auto Veloce Q4	201.8	6.2	30	37	£50500
1.3T PHEV (280) auto Intensa Q4	201.8	6.2	32	37	£54900
Stelvio - 4687x1903mm					
Euro NCAP: ★★★★★ **Driver Power:** N/A					
2.0T (280) auto AWD Sprint	33.6	5.7	192	30	£52000
2.0T (280) auto AWD Veloce	33.2	5.7	192	30	£57000
2.0T (280) auto AWD Intensa	33.2	5.7	192	30	£61400
2.9 V6TT (510) at AWD Q'foglio	23.9	3.8	267	50	£95890
ALPINA					
Dealers: 7 **Warranty:** 3 yrs/60000 mls					
D3 S - 4723x1827mm					
Euro NCAP: N/A **Driver Power:** N/A					
3.0TT (355) auto AWD saloon	39.2	4.6	188	50	£69350
3.0TT (355) at AWD Touring	39.2	4.8	188	50	£70250
B3 GT - 4725x1827mm					
Euro NCAP: N/A **Driver Power:** N/A					
3.0TT (529) auto AWD saloon	26.6	3.4	241	50	£91640
3.0TT (529) auto AWD Touring	26.6	3.5	241	50	£92740
D4 S - 4792x1850mm					
Euro NCAP: N/A **Driver Power:** N/A					
3.0TT (355) at AWD Gran Coupe	39.2	4.8	188	50	£71400
B4 GT - 4800x1850mm					
Euro NCAP: N/A **Driver Power:** N/A					
3.0TT (495) at AWD Gran Coupe	26.6	3.5	241	50	£93740
B8 - 5092x1932mm					
Euro NCAP: N/A **Driver Power:** N/A					
4.4 V8TT (634) auto Gran Coupe	23.9	3.3	268	50	£191300
XD3 - 4715x1897mm					
Euro NCAP: N/A **Driver Power:** N/A					
3.0TT (355) auto XD3	36.7	4.9	202	50	£72000
XB7 - 5195x2000mm					
Euro NCAP: N/A **Driver Power:** N/A					
4.4 V8TT (621) auto XB7	22.1	4.2	289	50	£169645
ALPINE					
Dealers: 7 **Warranty:** 3 yrs/60000 mls					
A290 - 4181x1798mm					
Euro NCAP: ★★★★ **Driver Power:** N/A					
52kWh (180) auto A290 GT	236	7.4	0	27	£33500
52kWh (180) at A290 GT Performance	236	7.4	0	29	£36000
52kWh (220) auto A290 GTS	226	6.4	0	29	£37500
A110 - 4181x1798mm					
Euro NCAP: N/A **Driver Power:** N/A					
1.8T (252) auto A110	42.2	4.5	152	44	£55160
1.8T (300) auto A110 GT	41.5	4.2	154	44	£66170
1.8T (300) auto A110 S	40.9	4.2	156	46	£68170
1.8T (300) auto A110 R Turini	41.5	4.0	156	46	£92710
ARIEL					
Dealers: N/A **Warranty:** 1 yr/unlimited mls					
Atom - 3410x1798mm					
Euro NCAP: N/A **Driver Power:** N/A					
2.0 (245) Atom 3.5	N/A	2.7	N/A	N/A	£32394
Nomad - 3215x1850mm					
Euro NCAP: N/A **Driver Power:** N/A					
2.4 (235) Nomad	N/A	3.4	N/A	N/A	£33500
ASTON MARTIN					
Dealers: 20 **Warranty:** 3 yrs/unlimited mls					
DBX - 5039x1998mm					
Euro NCAP: N/A **Driver Power:** N/A					
4.0 V8TT (707) auto DBX707	19.9	3.3	323	50	£210000
Vantage - 4465x1949mm					
Euro NCAP: N/A **Driver Power:** N/A					
4.0 V8TT (665) auto Vantage	23.3	3.5	274	50	£165000
4.0 V8TT (535) auto Vantage F1 Ed	24.3	3.6	264	50	£156000
4.0 V8TT (510) auto Roadster	24.3	3.8	263	50	£138000
4.0 V8TT (535) at Roadster F1 Ed	24.3	3.7	264	50	£163000
DB12 - 4725x2060mm					
Euro NCAP: N/A **Driver Power:** N/A					
4.0 V8TT (680) auto DB12	23.2	3.6	276	50	£191000
4.0 V8TT (680) auto DB12 Volante	23.2	4.1	276	50	£204500
Vanquish - 4850x1980mm					
Euro NCAP: N/A **Driver Power:** N/A					
5.2 V12TT (835) auto Vanquish	20.7	3.3	312	50	£334000
5.2 V12TT (835) at Vanquish Volante	N/A	3.4	N/A	50	£361000
AUDI					
Dealers: 118 **Warranty:** 3 yrs/60000 mls					
A1 Sportback - 4029x1740mm					
Euro NCAP: ★★★★★ **Driver Power:** N/A					
1.0 (95) 25 TFSI Sport	52.3	11.0	124	19	£24030
1.0 (95) 25 TFSI S line	51.4	11.0	126	19	£25980
1.0 (95) 25 TFSI auto Sport	50.4	11.5	127	19	£25070
1.0 (95) 25 TFSI auto S line	49.6	11.5	129	19	£27020
1.0 (110) 30 TFSI Sport	51.4	9.7	124	19	£24765
1.0 (110) 30 TFSI S line	50.4	9.7	127	19	£26715
1.0 (110) 30 TFSI auto Sport	50.4	9.8	127	19	£25805
1.0 (110) 30 TFSI auto S line	49.6	9.8	129	19	£27755
1.5 (150) 35 TFSI auto S line	49.6	8.1	128	25	£28780
Black Edition: add £2275 to S line					
A3 Sportback - 4343x1984mm					
Euro NCAP: ★★★★★ **Driver Power:** 36th					
1.5 TFSI (116) Sport	50.4	9.7	127	17	£29725
1.5 TFSI (116) S line	48.7	9.7	133	18	£32105
1.5 TFSI (116) auto Sport	53.3	9.9	121	16	£31275
1.5 TFSI (116) auto S line	50.4	9.9	127	18	£33555
1.5 TFSI (150) Sport	50.4	8.4	128	22	£30780
1.5 TFSI (150) S line	47.9	8.4	134	22	£33160
1.5 TFSI (150) auto Sport	53.3	8.1	121	23	£32285
1.5 TFSI (150) auto S line	50.4	8.1	127	23	£34565
1.5 TFSI e (204) auto Sport	941.6	7.4	7	25	£39290
1.5 TFSI e (204) auto S line	706.2	7.4	9	26	£41570
2.0 TFSI (333) quat at S3 Black Ed	33.6	4.7	191	33	£48390
2.5 TFSI (400) quattro auto RS 3	30.4	3.8	211	36	£61525
2.0 TDI (150) auto Sport	57.6	8.1	128	23	£34185
2.0 TDI (150) auto S line	55.4	8.1	134	24	£36565
Black Edition: add £1700 to S line (not 30 TFSI) **Carbon Black:** add £4650 to RS 3 **Vorsprung:** add £5475 to S3 Black Edition, add £7250 to RS 3					
A3 Saloon - 4495x1984mm					
Euro NCAP: ★★★★★ **Driver Power:** 36th					
1.5 TFSI (116) Sport	52.3	9.7	124	18	£30300
1.5 TFSI (116) S line	49.6	9.7	129	18	£32580
1.5 TFSI (116) auto Sport	54.3	9.9	119	17	£31850
1.5 TFSI (116) auto S line	52.3	9.9	123	18	£34130
1.5 TFSI (150) Sport	51.4	8.4	125	22	£31300
1.5 TFSI (150) S line	49.6	8.4	130	22	£33580
1.5 TFSI (150) auto Sport	54.3	8.1	119	23	£32850
1.5 TFSI (150) auto S line	52.3	8.1	123	23	£35130
2.0 TFSI (333) quat at S3 Black Ed	35.3	4.7	183	33	£48400
2.5 TFSI (400) quattro auto RS 3	31.0	3.8	207	36	£62525
2.0 TDI (150) auto Sport	58.9	8.1	125	24	£34750
2.0 TDI (150) auto S line	56.5	8.1	131	24	£37030
Black Edition: add £1700 to S line **Carbon Black:** add £4650 to RS 3 **Vorsprung:** add £5475 to S3 add £7250 to RS 3					
A5 - 4829x1860mm					
Euro NCAP: ★★★★★ **Driver Power:** N/A					
2.0 TFSI (150) auto Sport	42.2	9.8	155	23	£42660
2.0 TFSI (150) auto S line	41.5	9.8	154	24	£44810
2.0 TFSI (204) auto Sport	42.2	7.8	155	30	£45000
2.0 TFSI (204) auto S line	41.5	7.8	155	31	£47150
2.0 TFSI e (299) quat auto Technik	141.9	5.9	45	39	£48950
2.0 TFSI e (299) quattro auto Sport	138.8	5.9	46	39	£50950
2.0 TFSI e (299) quattro auto S line	139.3	5.9	46	40	£53600
3.0 V6 TFSI (367) quat at S5 Edition 1	37.2	4.5	173	42	£69825
2.0 TDI (204) auto Sport	58.9	7.7	127	32	£47200
2.0 TDI (204) auto S line	58.9	7.7	127	32	£49350
2.0 TDI (204) quattro auto Sport	56.5	6.9	133	34	£48775
2.0 TDI (204) quattro auto S line	55.4	6.9	133	34	£50925
Edition 1: add £5000 to S line					
A5 Avant - 4829x1860mm					
Euro NCAP: ★★★★★ **Driver Power:** N/A					
2.0 TFSI (150) auto Sport	41.5	9.8	155	24	£44560
2.0 TFSI (150) auto S line	40.9	9.8	157	24	£46710
2.0 TFSI (204) auto Sport	41.5	7.8	157	30	£46900
2.0 TFSI (204) auto S line	40.9	7.8	159	31	£49050
2.0 TFSI e (299) quat auto Technik	136.3	5.9	47	39	£50850
2.0 TFSI e (299) quattro auto Sport	134.4	5.9	48	39	£52850
2.0 TFSI e (299) quattro auto S line	132.0	5.9	49	40	£55500
3.0 V6 TFSI (367) quat at S5 Edition 1	36.2	4.5	177	43	£71725
2.0 TDI (204) auto Sport	57.6	7.7	129	32	£49100
2.0 TDI (204) auto S line	57.6	7.7	130	32	£51350
2.0 TDI (204) quattro auto Sport	55.4	6.9	134	34	£50675
2.0 TDI (204) quattro auto S line	55.4	6.9	135	34	£52825
Edition 1: add £5000 to S line					
A6 - 4999x2099mm					
Euro NCAP: ★★★★★ **Driver Power:** N/A					
2.0 TFSI (204) auto Sport	40.4	8.2	159	31	£50560
2.0 TFSI (204) auto S line	40.0	8.2	160	32	£53360
2.0 TFSI e (299) quattro auto Sport	128.6	6.0	50	40	£60960
2.0 TFSI e (299) quattro auto S line	129.7	6.0	49	41	£63260
2.0 TDI (204) auto Sport	55.5	6.9	133	36	£54830
2.0 TDI (204) auto S line	54.8	6.9	135	37	£57630
Edition 1: add £4900 to S line					
A6 Avant - 4999x2099mm					
Euro NCAP: ★★★★★ **Driver Power:** N/A					
2.0 TFSI (204) auto Sport	39.5	8.3	162	31	£52510
2.0 TFSI (204) auto S line	39.1	8.3	164	32	£55310
2.0 TFSI e (299) quattro auto Sport	123.0	6.0	52	40	£62930
2.0 TFSI e (299) quattro auto S line	123.4	6.0	52	41	£65230
2.0 TDI (204) auto Sport	54.2	7.0	137	36	£56780
2.0 TDI (204) auto S line	53.4	7.0	139	37	£59580
Edition 1: add £4900 to S line					
RS 6 Avant - 4995x2110mm					
Euro NCAP: ★★★★★ **Driver Power:** N/A					
4.0 TFSI (600) quattro auto perf	22.4	3.6	286	50	£120165
Carbon Black: add £8950 **Carbon Vorsprung:** add £17400					
A6 Sportback e-tron - 4928x1923mm					
Euro NCAP: ★★★★★ **Driver Power:** N/A					
83kWh (326) auto Sport	384	6.0	0	43	£62540
83kWh (326) auto S line	383	6.0	0	43	£66040
100kWh (380) auto Sport perf	464	5.4	0	44	£68810
100kWh (380) auto S line perf	463	5.4	0	44	£72310
100kWh (462) quattro auto Sport	440	4.5	0	48	£73910
100kWh (462) quattro auto S line	439	4.5	0	50	£77410
100kWh (551) quattro at S6 Edition 1	407	3.9	0	50	£97540
Edition 1: add £5000 to S line					
A6 Avant e-tron - 4928x1923mm					
Euro NCAP: ★★★★★ **Driver Power:** N/A					
83kWh (326) auto Sport	364	6.0	0	43	£64340
83kWh (326) auto S line	362	6.0	0	43	£67840
100kWh (380) auto Sport perf	437	5.4	0	44	£70610
100kWh (380) auto S line perf	436	5.4	0	44	£74110
100kWh (462) quattro auto Sport	418	4.5	0	48	£75710
100kWh (462) quattro auto S line	415	4.5	0	50	£79210
100kWh (551) quattro at S6 Edition 1	391	3.9	0	50	£99340
Edition 1: add £5000 to S line					
e-tron GT - 4990x1960mm					
Euro NCAP: N/A **Driver Power:** N/A					
105kWh (584) quattro auto	386	4.2	0	50	£88555
105kWh (680) quattro auto S	375	3.6	0	50	£107825
105kWh (857) quattro auto RS	368	3.1	0	50	£126425
105kWh (857) quat at RS Carbon Bl	369	3.1	0	50	£138925
105kWh (925) quattro at RS perf	365	2.9	0	50	£142925
105kWh (925) quat at RS perf Carbon	365	2.9	0	50	£155425
Vorsprung: add £22900 to S, add £11000 to RS Carbon Black					
A8 - 5172-5302x1945mm					
Euro NCAP: N/A **Driver Power:** N/A					
3.0 V6 (462) 60 TFSI e qt at Sport	148.7	4.9	42	50	£94480
3.0 V6 (462) 60 TFSI e qt at Sport L	148.7	4.9	43	50	£98480
4.0 V8 TFSI (571) quat at S8 Black	24.6	3.8	260	50	£118285
3.0 (286) 50 TDI quat auto Sport	40.4	5.9	185	29	£85710
3.0 (286) 50 TDI quat auto Sport L	39.8	5.9	185	29	£89710
S line: add £4250 to Sport					
Black Edition: add £2300 to S line					
Vorsprung: add £10750 to S8					
Q2 - 4191x1794mm					
Euro NCAP: ★★★★★ **Driver Power:** N/A					
1.0 (116) 30 TFSI Sport	49.6	10.5	131	14	£29765
1.0 (116) 30 TFSI S line	47.9	10.5	134	14	£32215
1.5 (150) 35 TFSI Sport	47.9	8.6	133	20	£31575
1.5 (150) 35 TFSI S line	47.9	8.6	133	20	£34025
1.5 (150) 35 TFSI auto Sport	46.3	8.6	138	20	£33125
1.5 (150) 35 TFSI auto S line	46.3	8.6	138	20	£35575
2.0 TFSI (300) quat at SQ2 Black Ed	34.4	4.9	186	37	£46820
Black Edition: add £1700 to S line					
Vorsprung: add £3850 to SQ2					
Q3 - 4531x2087mm (inc mirrors)					
Euro NCAP: N/A **Driver Power:** N/A					
1.5 TFSI (150) auto Sport	46.5	9.1	138	N/A	£38300
1.5 TFSI (150) auto S line	45.4	9.1	142	N/A	£41100
1.5 e-Hybrid (272) auto Sport	161.9	6.8	40	N/A	£45800
1.5 e-Hybrid (272) auto S line	152.6	6.8	42	N/A	£48600
2.0 TFSI (204) quattro auto Sport	36.1	7.1	178	N/A	£42000
2.0 TFSI (204) quattro auto S line	35.4	7.1	181	N/A	£44800
2.0 TFSI (265) quattro auto S line	33.1	5.7	194	N/A	£48900
2.0 TDI (150) auto Sport	52.7	9.2	140	N/A	£40000
2.0 TDI (150) auto S line	51.6	9.2	143	N/A	£42800
Edition 1: add £3550 to S line					
Q3 Sportback - 4484x1849mm					
Euro NCAP: ★★★★★ **Driver Power:** N/A					
1.5 (150) 35 TFSI Sport	42.8	9.5	149	24	£36565
1.5 (150) 35 TFSI S line	42.8	9.5	149	24	£39735
1.5 (150) 35 TFSI auto Sport	42.8	9.5	149	24	£38145
1.5 (150) 35 TFSI auto S line	42.8	9.5	149	24	£41315
2.0 (190) 40 TFSI quattro at S line	36.7	7.3	175	31	£44655
2.0 (245) 45 TFSI quattro at S line	32.8	5.8	195	35	£47665
2.0 (150) 35 TDI auto Sport	51.4	9.3	143	25	£39745
2.0 (150) 35 TDI auto S line	51.4	9.3	143	25	£41145
2.0 (200) 40 TDI quattro at S line	44.8	7.3	164	25	£45755
Black Edition: add £2050 to S line					
Q4 e-tron - 4588x1865mm					
Euro NCAP: ★★★★★ **Driver Power:** N/A					
63kWh (204) 40 e-tron auto Sport	251	8.1	0	32	£46610
82kWh (286) 45 e-tron auto Sport	338	6.6	0	36	£51310
82kWh (286) 45 e-tron qt at Sport	320	6.6	0	37	£52740
82kWh (340) 55 e-tron qt at Sport	320	5.4	0	39	£57690
S line: add £2550					
Black Edition: add £4800					
Q4 Sportback e-tron - 4588x1865mm					
Euro NCAP: ★★★★★ **Driver Power:** N/A					
63kWh (204) 40 e-tron auto Sport	256	8.1	0	32	£48110
82kWh (286) 45 e-tron auto Sport	347	6.6	0	36	£52810
82kWh (286) 45 e-tron qt at Sport	328	6.6	0	37	£54240
82kWh (340) 55 e-tron qt at Sport	328	5.4	0	39	£59190
S line: add £2550					
Black Edition: add £4800					
Q5 - 4717x2155mm (inc mirrors)					
Euro NCAP: N/A **Driver Power:** N/A					
2.0 TFSI (204) quattro auto Sport	40.4	7.2	159	37	£50660
2.0 TFSI (204) quattro auto S line	39.4	7.2	163	38	£53260
2.0 e-Hybrid (299) quattro at Sport	111.3	6.2	58	43	£56740
2.0 e-Hybrid (299) quattro at S line	99.6	6.2	64	43	£59340
3.0 V6 TFSI (367) quattro auto SQ5	34.1	4.5	188	45	£75525
2.0 TDI (204) quattro auto Sport	47.0	7.4	158	38	£52310
2.0 TDI (204) quattro auto S line	45.9	7.4	162	39	£54910
Edition 1: add £4200 to S line					
Q5 Sportback - 4717x2155mm (inc mirrors)					
Euro NCAP: N/A **Driver Power:** N/A					
2.0 TFSI (204) quattro auto Sport	40.3	7.2	159	37	£53160

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 TFSI (204) quattro auto S line	39.5	7.2	162	38	£55760
2.0 e-Hybrid (299) quattro at Sport	110.9	6.2	58	43	£59240
2.0 e-Hybrid (299) quattro at S line	100.3	6.2	64	43	£61840
3.0 V6 TFSI (367) quattro auto SQ5	34.2	4.5	187	45	£78775
2.0 TDI (204) quattro auto Sport	47.2	7.4	157	38	£54810
2.0 TDI (204) quattro auto S line	46.3	7.4	160	39	£57410

Edition 1: add £4200 to S line

Q6 e-tron - 4771x1939mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
83kWh (252) auto Sport	326	7.0	0	44	£60515
83kWh (252) auto S line	300	7.0	0	45	£63515
100kWh (306) auto Sport perf	393	6.7	0	45	£64015
100kWh (306) auto S line perf	361	6.7	0	47	£67015
100kWh (388) quattro auto Sport	382	5.9	0	46	£69515
100kWh (388) quattro auto S line	349	5.9	0	47	£72515
100kWh (490) qt at SQ6 Edition 1	360	4.3	0	50	£92990

Edition 1: add £5000 to S line

Q6 Sportback e-tron - 4771x1939mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
83kWh (252) auto Sport	334	7.0	0	44	£63015
83kWh (252) auto S line	300	7.0	0	45	£66015
100kWh (306) auto Sport perf	406	6.7	0	45	£66515
100kWh (306) auto S line perf	361	6.7	0	47	£69515
100kWh (388) quattro auto Sport	382	5.9	0	46	£72015
100kWh (388) quattro auto S line	349	5.9	0	47	£75015
100kWh (490) qt at SQ6 Edition 1	369	4.3	0	50	£95490

Edition 1: add £5000 to S line

Q7 - 5052x1968mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6 TFSI (340) quattro at S line	27.6	5.6	233	41	£73850
3.0 V6 TFSI e (394) quattro at S line	219.7	5.7	29	41	£77135
4.0 V8 TFSI (507) qt at SQ7 Black	23.5	4.1	274	50	£97745
3.0 V6 TDI (231) quattro at S line	35.7	7.1	207	41	£70730
3.0 V6 TDI (286) quattro at S line	35.6	6.1	208	43	£73770

Black Edition: add £4550 to S line
Vorsprung: add £23200 to S line, add £18950 to SQ7

Q8 - 4986x1995mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6 TFSI (340) quattro at S line	27.4	5.6	234	45	£81130
3.0 V6 TFSI e (394) quattro at S line	226.1	5.7	28	41	£84600
4.0 V8 TFSI (507) qt at SQ8 Black	23.0	4.1	279	50	£102740
4.0 V8 TFSI (600) quattro at RS Q8	21.5	3.8	299	50	£125090
4.0 V8 TFSI (640) quat at RS Q8 perf	21.4	3.6	300	50	£140090
3.0 V6 TDI (286) quattro at S line	34.9	6.1	212	47	£79805

Black Edition: add £4550 to S line
Vorsprung: add £23800 to S line, add £19550 to SQ8, add £17800 to RS Q8 **Carbon Black:** add £10500 to RS Q8

BAC

Dealers: 1 **Warranty:** 1yr

Mono - 4952x1836mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 (305) Mono	N/A	2.7	N/A	N/A	£215000
2.5 (350) Mono R	N/A	2.5	N/A	N/A	£235000

BENTLEY

Dealers: 23 **Warranty:** 3 yrs/unlimited mls

Flying Spur - 5316x1988mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6 Hybrid (544) auto	85.6	4.3	75	50	£180400
3.0 V6 Hybrid (544) auto S	85.6	4.3	75	50	£201000
4.0 V8TT (550) auto	22.2	4.1	288	50	£175100
4.0 V8TT (550) auto S	22.2	4.1	288	50	£202400
4.0 V8 Hybrid (782) auto Speed	941.6	3.5	33	50	£239000

Bentayga - 5125x2010mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6 Hybrid (462) auto	83.1	5.3	68	50	£172600
3.0 V6 Hybrid (462) auto S	83.1	5.3	68	50	£195000
4.0 V8TT (550) auto	23.5	4.5	294	50	£172600
4.0 V8TT (550) auto S	21.7	4.5	294	50	£201500

Continental - 4895x1966mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8 Hybrid (680) auto GT	N/A	3.7	N/A	50	£202400
4.0 V8 Hybrid (782) at GT Conv	N/A	3.9	N/A	50	£222600
4.0 V8 Hybrid (782) auto GT Speed	217.3	3.2	29	50	£251000
4.0 V8 Hybrid (782) at GT Spd Conv	201.8	3.4	31	50	£272100

BMW

Dealers: 192 **Warranty:** 3 yrs/unlimited mls

1 Series - 4361x1800mm
Euro NCAP: N/A **Driver Power:** 17th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (170) auto 120 Sport	52.3	7.8	121	21	£32290
1.5T (170) auto 120 M Sport	52.3	7.8	121	21	£34290
1.5T (218) auto 123 xDrive M Sport	47.9	6.3	135	26	£37470
2.0T (300) auto xDrive M135	37.2	4.9	173	29	£44925

2 Series Gran Coupe - 4526x1800mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (170) auto 220 M Sport	53.3	7.9	120	27	£36160
1.5T (218) auto 223 xDrive M Sport	47.9	6.4	133	26	£39340
2.0T (300) auto xDrive M235	37.7	4.9	170	36	£45945

3 Series - 4713x1827mm
Euro NCAP: ★★★★★ **Driver Power:** 24th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (184) auto 320i Sport	43.5	7.4	147	29	£41310
2.0T (184) auto 320i M Sport	42.8	7.4	148	29	£42560
3.0T (374) auto M340i xDrive	36.2	4.4	177	38	£62080
3.0TT (530) at M3 Comp xDrive	28.0	3.5	227	41	£89635
2.0T PHEV (292) auto 330e Sport	353.1	5.9	19	34	£47185
2.0T PHEV (292) at 330e M Sport	353.1	5.9	19	34	£48435

3 Series Touring - 4713x1827mm
Euro NCAP: ★★★★★ **Driver Power:** 24th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (184) auto 320i Sport	41.5	7.6	153	29	£43930
2.0T (184) auto 320i M Sport	41.5	7.6	153	29	£45180
3.0T (374) auto M340i xDrive	34.9	4.6	182	38	£63880
3.0TT (530) at M3 Comp xDrive	27.4	3.6	233	41	£91865
3.0TT (551) auto M3 CS	26.9	3.5	238	47	£126275
2.0T PHEV (292) auto 330e Sport	313.9	6.0	20	34	£48985
2.0T PHEV (292) at 330e M Sport	313.9	6.0	20	34	£50235

4 Series Gran Coupe - 4783x1852mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (184) at 420i M Sport	42.2	7.9	152	29	£46915
3.0T (374) auto M440i xDrive	34.4	4.7	186	38	£63780

i4 - 4783x1852mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
70.2kWh (286) at eDrive35 Sport	319	6.0	0	38	£51370
70.2kWh (286) at eDriv35 M Sport	310	6.0	0	38	£52870
80.7kWh (340) at eDrive40 Sport	380	5.6	0	35	£59465
80.7kWh (340) at eDriv40 M Sport	370	5.6	0	36	£60965
80.7kWh (601) auto M60 xDrive	338	3.7	0	43	£71000

5 Series - 5060x1900mm
Euro NCAP: ★★★★★ **Driver Power:** 26th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (208) auto 520i M Sport	48.7	7.5	131	35	£52285
2.0T (299) auto 530e M Sport	470.8	6.3	14	39	£59655
3.0T (489) at 550e xDrive M Sport	353.1	4.3	20	44	£76805
4.4 V8TT (727) auto M5 xDrive	201.8	3.5	32	47	£111605

M Sport Pro: add £3000 to M Sport

5 Series Touring - 5060x1900mm
Euro NCAP: ★★★★★ **Driver Power:** 26th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (208) auto 520i M Sport	46.3	7.8	139	35	£54535
2.0T (299) auto 530e M Sport	403.5	6.4	16	39	£61905
3.0T (489) at 550e xDrive M Sport	313.9	4.4	19	44	£79055
4.4 V8TT (727) auto M5 xDrive	166.2	3.5	39	47	£113605

M Sport Pro: add £3000 to M Sport

i5 - 5060x1900mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
83.9kWh (340) at eDriv40 Spt Ed	356	6.0	0	43	£67795
83.9kWh (340) at eDriv40 M Sport	357	6.0	0	43	£74205
83.9kWh (601) auto M60 xDrive	315	3.8	0	49	£97845

M Sport Pro: add £4000 to M Sport

i5 Touring - 5060x1900mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
83.9kWh (340) at eDriv40 Spt Ed	342	6.1	0	43	£70045
83.9kWh (340) at eDriv40 M Sport	344	6.1	0	43	£76455
83.9kWh (601) auto M60 xDrive	310	3.9	0	50	£100095

M Sport Pro: add £4000 to M Sport

7 Series - 5391x1950mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T PHEV (489) at 750e xD Excell	282.5	4.8	22	50	£105710
3.0T PHEV (489) at 750e xD M Spt	282.5	4.8	22	50	£110210
3.0T PHEV (571) at M760e xDrive	256.8	4.3	158	50	£121285

i7 - 5391x1950mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
106kWh (455) at eDriv50 Ex'lence	379	5.5	0	50	£101865
106kWh (455) at eDriv50 M Sport	379	5.5	0	50	£106365
106kWh (544) at xDriv60 Ex'lence	387	4.7	0	50	£115835
106kWh (544) at xDriv60 M Sport	384	4.7	0	50	£120335
106kWh (660) auto M70 xDrive	348	3.7	0	50	£164420

Pro: add £20445 to Excellence, add £23195 to M Sport

8 Series Gran Coupe - 4843x1902mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (333) auto 840i M Sport	33.2	5.4	194	44	£84620
4.4 V8TT (530) auto M850i xDrive	26.4	3.9	243	49	£117095
4.4 V8TT (625) at M8 Competition	24.8	3.2	261	50	£144930

2 Series Active Tourer - 4386x1824mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (170) auto 220i Sport	47.9	8.1	135	24	£35360
2.0T (218) auto 223i Sport	46.3	7.0	138	29	£38295
2.0T PHEV (245) at 225e xDrv Spt	313.9	6.7	21	27	£40270
2.0T PHEV (326) at 230e xDr M Sp	313.9	5.5	21	33	£46880

Luxury: add £865 to Sport
M Sport: add £3730 to Sport

X1 - 4500x1845mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (170) auto sDrive20i Sport	47.9	8.3	134	25	£35410
1.5T (170) auto sDrive20i xLine	47.1	8.3	135	25	£37440
2.0T (218) auto xDrive23i xLine	42.8	7.1	148	31	£40585
2.0T (300) auto xDrive M35i	36.2	5.4	175	35	£49385
1.5T PHEV (245) at xDriv25e Sport	403.5	7.1	15	29	£42670
1.5T PHEV (245) at xDriv25e xLine	403.5	7.1	16	30	£44670
1.5T PHEV (326) at xDriv30e xLine	353.1	5.6	17	33	£46940
2.0 (150) auto sDrive18d Sport	57.6	8.9	129	24	£36620
2.0 (150) auto sDrive18d xLine	56.5	8.9	131	24	£38650
2.0 (211) auto xDrive23d xLine	57.6	7.4	128	30	£42190
65kWh (204) at iX1 eDr20 Sport	293	8.6	0	29	£46205
65kWh (204) at iX1 eDr20 xLine	288	8.6	0	29	£48205
65kWh (306) at iX1 xDr30 xLine	270	5.6	0	37	£54125

M Sport: add £2750 to xLine

X2 - 4554x1845mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (170) auto xDrive20i M Sport	48.7	8.3	131	25	£41680
2.0T (300) auto M35i	36.7	5.4	174	34	£50785
65kWh (204) at iX2 eDr20 M Sport	283	8.6	0	31	£51615
65kWh (306) at iX2 xDr30 M Sport	267	5.6	0	38	£57445

X3 - 4755x1920mm
Euro NCAP: ★★★★★ **Driver Power:** 39th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (208) auto 20 xDrive xLine	40.9	7.8	156	32	£48375
2.0T PHEV (299) at 30e xDrive xLine	282.5	6.2	22	38	£57245
3.0T (398) auto M50 xDrive	36.7	4.6	175	42	£66980
2.0 (190) auto 20d xDrive xLine	48.7	7.7	153	33	£49785

M Sport: add £1800 to xLine

iX3 - 4782x1895mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
113kWh (469) auto xDrive50	493	4.9	0	N/A	£58755
113kWh (469) at xDrive50 M Sport	492	4.9	0	N/A	£61255

M Sport Pro: add £1500 to M Sport

X4 - 4752x1918mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (360) auto xDrive M40i	31.4	4.9	205	43	£68330
3.0TT (510) at X4 M Competition	25.0	3.8	258	46	£95565
2.0 (190) auto xDrive20d M Sport	47.9	7.9	153	32	£54035
3.0 (286) auto xDrive30d M Sport	46.3	5.7	159	41	£60415
3.0 (340) auto M40d	41.5	4.9	179	45	£67820

X5 - 4922x2004mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T PHEV (489) at xDriv50e M Spt	235.4	4.8	27	48	£82055
4.4 V8TT (530) auto M60i xDrive	24.4	4.3	262	50	£94390
4.4 V8TT (625) at X5 M Comp	21.1	3.8	304	50	£128845
3.0 (298) auto xDrive30d xLine	39.8	6.1	186	45	£70685
3.0 (352) auto xDrive40d M Sport	37.7	5.5	196	48	£78890

M Sport: add £4055 to xLine

X6 - 4935x2004mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (381) auto xDrive40i M Sport	32.8	5.4	195	50	£78750
4.4 V8TT (530) auto M60i xDrive	25.2	4.3	257	50	£93170
4.4 V8TT (625) at X6 M Comp	21.4	3.8	300	50	£131545
3.0 (286) auto xDrive30d M Sport	39.8	6.1	187	50	£76925
3.0 (352) auto xDrive40d M Sport	38.7	5.5	191	50	£81640

iX - 4953x1967mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
100.6kWh (408) at xDrive45 Sport	374	5.1	0	47	£75315
100.6kWh (408) at xDrive45 M Sport	367	5.1	0	47	£78315
111.5kWh (544) at xDrive60 M Sport	426	4.6	0	50	£93115
111.5kWh (659) auto xDrive M70	365	3.8	0	50	£114215

X7 - 5151x2000mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 (381) at xDrive40i Excellence	29.4	5.8	217	50	£92160
4.4 V8TT (530) auto M60i xDrive	23.2	4.7	276	50	£116910
3.0 (352) at xDrive40d Excellence	36.2	5.9	205	50	£93245

M Sport: add £3000 to Excellence

XM - 5110x2005mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T PHEV (476) auto XM 50e	201.8	4.3	33	50	£110840
4.4 V8TT PHEV (653) auto XM	176.6	4.3	39	50	£150380
4.4 V8TT PHEV (748) auto Label	166.2	3.8	44	50	£174440

2 Series Coupe - 4537x1838mm
Euro NCAP: ★★★★★ **Driver Power:** 10th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (184) auto 220i M Sport	44.1	7.5	146	28	£39070
2.0T (245) auto 230i M Sport	42.8	5.9	151	33	£43405
3.0TT (374) auto M240i xDrive	34.9	4.3	185	37	£50060
3.0TT (480) M2	28.2	4.2	227	42	£68795
3.0TT (480) auto M2	29.1	4.0	219	42	£68795
3.0TT (530) auto M2 CS	28.2	3.8	226	45	£92475

4 Series Coupe - 4640x1825mm
Euro NCAP: N/A **Driver Power:** 7th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (184) auto 420i M Sport	44.8	7.5	144	30	£45195
3.0TT (374) auto M440i xDrive	36.2	4.5	177	40	£62880
3.0TT (530) auto M4 Comp xDrive	28.0	3.5	228	44	£91650
3.0TT (551) auto M4 CS xDrive	27.7	3.4	232	47	£122685

4 Series Convertible - 4640x1825mm
Euro NCAP: N/A **Driver Power:** 7th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (184) auto 420i M Sport	41.5	8.2	155	33	£52690
3.0TT (374) auto M440i xDrive	34.4	4.9	184	43	£69555
3.0TT (530) auto M4 Comp xDrive	27.4	3.7	232	46	£95655

8 Series Coupe - 4843x1902mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (333) auto 840i M Sport	33.6	5.2	191	45	£87030
4.4 V8TT (530) auto M850i xDrive	26.6	3.9	242	50	£120135
4.4 V8TT (625) at M8 Competition	25.0	3.2	259	50	£145450

8 Series Convertible - 4843x1902mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (333) auto 840i M Sport	32.8	5.5	195	48	£94030
4.4 V8TT (530) auto M850i xDrive	26.2	4.1	247	50	£127315
4.4 V8TT (625) at M8 Competition	24.6	3.3	263	50	£152450

Z4 - 4324x1864mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (197) auto sDrive20i M Sport	39.8	6.6	161	30	£46510
3.0TT (340) M40i	32.5	4.6	197	38	£65710
3.0TT (340) auto M40i	35.3	4.5	180	38	£59275

BYD

Dealers: 4 **Warranty:** 6 yrs/150000 mls

Dolphin Surf - 3990x1720mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
30kWh (88) auto Active	137	11.1	0	14	£18650
43.2kWh (88) auto Boost	200	12.1	0	14	£21950
43.2kWh (156) auto Comfort	193	9.1	0	19	£23950

Dolphin - 4290x1770mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
60.4kWh (204) auto Comfort	265	7.0	0	30	£30195
60.4kWh (204) auto Design	265	7.0	0	30	£31695

Atto 2 - 4310x1830mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
51.1kWh (177) auto Boost	214	7.9	0	30	£30850
64.8kWh (203) auto Comfort	267	7.9	0	32	£34950

Atto 3 - 4455x1875mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
60.5kWh (204) auto Comfort	260	7.3	0	40	£37695
60.5kWh (204) auto Design	260	7.3	0	41	£39695

Seal - 4800x1875mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
83kWh (312) auto Design	354	5.9	0	48	£45695
83kWh (530) auto Excellence AWD	323	3.8	0	50	£48695

Seal U - 4775x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 DM-i (218) auto Boost	313.9	8.9	21	32	£33205
1.5 DM-i (218) auto Comfort	706.8	8.9	9	32	£35205
1.5 DM-i (324) auto Design AWD	235.4	5.9	26	40	£39905

Sealion 7 - 4830x1925mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
82.5kWh (313) auto Comfort	300	6.7	0	N/A	£44990
82.5kWh (530) auto Design AWD	283	4.5	0	N/A	£49290
91.3kWh (530) auto Excellence AWD	312	4.5	0	N/A	£57290

CADILLAC

Dealers: 1 **Warranty:** 4 yrs/60000 mls

Lyriq - 5005x1977mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
102kWh (528) auto 600E4 Luxury	329	5.3	0	N/A	£75000
102kWh (528) auto 600E4 Sport	329	5.3	0	N/A	£75000

CATERHAM

Dealers: 5 **Warranty:** N/A

Seven - 3100-3350x1470-1685mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
0.7T (84) 170	N/A	6.9	109	N/A	£29490
0.7T (84) Super Seven 600	N/A	6.9	109	N/A	£30490
2.0 (180) 360	N/A	4.8	N/A	N/A	£38490
2.0 (180) Super Seven 2000	N/A	4.8	N/A	N/A	£40990
2.0 (210) 420	N/A	3.8	N/A	N/A	£41990
2.0 (210) 420 Cup	N/A	3.8	N/A	N/A	£56490
2.0 S/C (310) 620	N/A	2.8	N/A	N/A	£58490

Large chassis: add £2750
factory build: add £2595 (included on 420 Cup/620)

CHERY

Dealers: TBC **Warranty:** 7 yrs/100000 mls

Tiggo 7 - 4553x1862mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6T (147) auto Aspire	40.4	9.4	159	31	£23660
1.6T (147) auto Summit	40.4	9.4	159	31	£26660
1.5T PHEV (204) auto Aspire	343.0	8.5	23	35	£29830
1.5T PHEV (204) auto Summit	343.0	8.5	23	36	£32830

Tiggo 8 - 4725x1860mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6T (147) auto Aspire	36.2	9.8	177	30	£25940
1.6T (147) auto Summit	36.2	9.8	177	31	£29180
1.5T PHEV (204) auto Aspire	211.0	8.5	31	35	£32660
1.5T PHEV (204) auto Summit	211.0	8.5	31	36	£36380

CHEVROLET

Dealers: 1 **Warranty:** 3 yrs/60000 mls

Corvette - 4634x1934mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.2 V8 (482) auto Stingray	23.3	3.5	277	50	£93730
6.2 V8 (482) auto Stingray	23.3	3.5	277	50	£96680
5.5 V8TT (646) auto Z06	17.1	3.1	377	50	£176991

Convertible: add £5000

CITROEN

Dealers: 196 **Warranty:** 3 yrs/60000 mls

Ami - 2410x1390mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
5.5kWh (6kW) auto Ami	46	N/A	0	N/A	£7695
5.5kWh (6kW) at My Ami Cargo	46	N/A	0	N/A	£7954
5.5kWh (6kW) at My Ami Colour	46	N/A	0	N/A	£8095
5.5kWh (6kW) auto My Ami Peps	46	N/A	0	N/A	£8595

C3/e-C3 - 4015x1813mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Turbo (100) Plus	52.0	10.6	127	24	£18805
1.2 Hybrid (110) auto Plus	56.5	9.8	114	24	£20615
1.2 Hybrid (110) auto Max	56.5	9.8	114	24	£22315
44kWh (113) auto Plus	201	10.4	0	24	£22095
44kWh (113) auto Max	201	10.4	0	24	£23795

C4/e-C4 - 4360x1800mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (130) auto Plus	50.7	9.4	134	19	£24250
1.2 PureTech (130) auto Max	50.7	9.4	135	19	£26140
1.2 Hybrid (110) auto You!	62.1	10.7	107	16	£23095
1.2 Hybrid (145) auto Plus	62.1	8.0	107	23	£25535
1.2 Hybrid (145) auto Max	62.1	8.0	107	23	£27425
50kWh (136) auto You!	219	10.0	0	21	£27650
50kWh (136) auto Plus	219	10.0	0	22	£28650
54kWh (156) auto Max	257	9.2	0	23	£31440

C4 X/e-C4 X - 4600x1834mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Hybrid (136) auto Plus	62.1	8.0	106	24	£25535
1.2 Hybrid (136) auto Max	62.1	8.0	107	24	£27425
50kWh (136) auto Plus	222	10.0	0	23	£28715
54kWh (156) auto Max	263	9.3	0	23	£31505

E-Series: add £1160 to e-C4 Max

Berlingo - 4403-4753x1848mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (110) Plus M	44.7	11.2	154	12	£23355
1.5 BlueHDi (130) auto Plus M	51.9	11.7	152	15	£27055
1.5 BlueHDi (130) auto Max M	51.9	11.7	153	15	£29570
52kWh (136) auto Plus M	212	9.9	0	20	£31240
52kWh (136) auto Max M	211	9.9	0	21	£33755
52kWh (136) auto Plus XL	206	9.9	0	21	£32140

SpaceTourer - 4980-5330x1920mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 BlueHDi (180) at Holidays Max M	29.8	10.6	208	N/A	£55395
50kWh (136) auto You! M	136	13.1	0	30	£38150
50kWh (136) auto You! XL	134	13.1	0	31	£39050
75kWh (136) auto You! M	214	13.1	0	31	£43550
75kWh (136) auto You! XL	214	13.1	0	32	£44450

Max: add £10840 to 75kWh

C3/e-C3 Aircross - 4395x1850mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (100) Plus	50.2	10.6	136	N/A	£21105
1.2 Hybrid (136) auto Plus	57.4	10.1	121	N/A	£24565
1.2 Hybrid (136) auto Max	57.4	10.1	121	N/A	£26565
44kWh (113) auto Plus	188	12.9	0	N/A	£23095
44kWh (113) auto Max	188	12.9	0	N/A	£25095

NEW CAR PRICES

Seven seats: add £765 to 1.2

C5/e-C5 Aircross - 4652x1936mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Hybrid (145) auto You!	43.6	11.2	122	N/A	£30495
1.2 Hybrid (145) auto Plus	43.6	11.2	122	N/A	£33135
1.2 Hybrid (145) auto Max	43.6	11.2	123	N/A	£35775
79.9kWh (210) auto You!	322	8.9	0	N/A	£37630
79.9kWh (210) auto Plus	322	8.9	0	N/A	£27780
79.9kWh (210) auto Max	322	8.9	0	N/A	£32420

CUPRA

Dealers: 128 **Warranty:** 3 yrs/60000 mls

Leon - 4398x1799mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (150) V1	48.7	8.9	132	20	£31090
1.5 TSI (150) V2	47.1	8.9	137	21	£33405
1.5 eTSI (150) auto V1	51.4	8.7	124	21	£32965
1.5 eTSI (150) auto V2	49.6	8.7	129	21	£35265
1.5 TSI e-Hybrid (204) auto V1	706.2	7.7	9	26	£38940
1.5 TSI e-Hybrid (204) auto V2	706.2	7.7	9	26	£41240
1.5 TSI e-Hybrid (272) auto VZ1	706.2	7.1	9	28	£42075
1.5 TSI e-Hybrid (272) auto VZ2	706.2	7.1	9	29	£44530
1.5 TSI e-Hybrid (272) at VZ First Ed	706.2	7.1	10	29	£45850
2.0 TSI (300) auto VZ1	36.7	5.7	173	30	£41465
2.0 TSI (300) auto VZ2	37.2	5.7	174	31	£43920

V3: add £1650 to 1.5 TSI V2, add £1995 to eTSI V2, add £1935 to e-Hybrid V2 **VZ3:** add £3330 to VZ2

Leon Estate - 4657x1799mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (150) V1	47.9	9.2	134	20	£33370
1.5 TSI (150) V2	46.3	9.2	139	20	£35915
1.5 eTSI (150) auto V1	51.4	9.0	126	21	£35245
1.5 eTSI (150) auto V2	49.6	9.0	130	21	£37775
1.5 TSI e-Hybrid (272) auto VZ2	706.2	7.3	10	29	£44400
1.5 TSI e-Hybrid (272) auto VZ2	706.2	7.3	10	29	£46855
1.5 TSI e-Hybrid (272) at VZ First Ed	565.0	7.3	11	30	£48270
2.0 TSI (333) auto 4Drive VZ1	34.0	4.8	188	34	£45190
2.0 TSI (333) auto 4Drive VZ2	34.0	4.8	188	33	£47645

V3: add £1650 to 1.5 TSI V2, add £1935 to e-Hybrid V2 **VZ3:** add £3330 to VZ2

Born - 4322x1809mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
59kWh (230) auto V1	262	6.6	0	26	£35495
59kWh (230) auto V2	262	6.6	0	27	£37265
77kWh (230) auto V3	341	7.0	0	28	£41795
79kWh (326) auto VZ	366	5.6	0	34	£44625

V3: add £1750 to 58kWh V2

Ateca - 4394x1841mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (150) auto V1	42.2	9.3	153	17	£36700
2.0 TSI (190) auto 4Drive V1	35.8	7.2	180	24	£40500
2.0 TSI (300) auto 4Drive VZ1	31.4	4.9	205	30	£44705
2.0 TSI (300) auto 4Drive VZ2	31.4	4.9	205	31	£47405
2.0 TSI (300) auto 4Drive VZ3	31.4	4.9	205	32	£50345

V2: add £1785 to V1
VZN: add £2000 to VZ3

Formentor - 4451x1839mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (150) V1	45.6	9.0	140	21	£33450
1.5 TSI (150) V2	44.8	9.0	143	21	£35840
1.5 eTSI (150) auto V1	47.9	9.0	133	21	£35745
1.5 eTSI (150) auto V2	47.1	9.0	136	22	£37750
1.5 TSI e-Hybrid (204) auto V1	706.2	7.9	9	26	£41510
1.5 TSI e-Hybrid (204) auto V2	706.2	7.9	10	26	£43785
1.5 TSI e-Hybrid (272) auto VZ1	706.2	7.2	10	29	£44845
1.5 TSI e-Hybrid (272) auto VZ2	706.2	7.2	10	29	£47605
2.0 TSI (333) auto 4Drive VZ1	32.5	4.8	198	34	£45685
2.0 TSI (333) auto 4Drive VZ2	32.1	4.8	199	35	£48445

V3: add £1995 to 1.5 TSI V2, add £2300 eTSI V2, add £2290 to e-Hybrid V2 **VZ3:** add £3160 to VZ2
VZN: add £4185 to VZ2

Terramar - 4519x1863mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 eTSI (150) auto V1	46.3	9.3	140	21	£37605
1.5 eTSI (150) auto V2	46.0	9.3	140	22	£40175
1.5 TSI e-Hybrid (204) auto V1	651.3	8.3	10	27	£44055
1.5 TSI e-Hybrid (204) auto V2	641.7	8.3	11	28	£46625
1.5 TSI e-Hybrid (272) auto VZ1	661.1	7.3	10	30	£46865
1.5 TSI e-Hybrid (272) auto VZ2	586.8	7.3	11	31	£49515
2.0 TSI (204) auto 4Drive V1	37.4	7.1	172	28	£41255
2.0 TSI (204) auto 4Drive V2	37.2	7.1	173	29	£43825
2.0 TSI (265) auto 4Drive VZ1	33.6	5.9	191	32	£45095
2.0 TSI (265) auto 4Drive VZ2	33.3	5.9	193	33	£47745
2.0 TSI (265) at 4Drive Americas Cup	33.1	5.9	194	33	£50850

Tavascan - 4644x1861mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77kWh (286) auto V1	337	6.8	0	34	£47340
77kWh (286) auto V2	337	6.8	0	36	£53835
77kWh (340) auto 4Drive VZ1	318	5.5	0	38	£55935
77kWh (340) auto 4Drive VZ2	299	5.5	0	39	£60835

DACIA

Dealers: 127 **Warranty:** 3 yrs/60000 mls

Sandero - 4088x1848mm
Euro NCAP: ★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TCe (90) Essential	53.3	12.2	119	12	£14715
1.0 TCe (90) Expression	53.3	12.2	119	14	£15715
1.0 TCe (90) Journey	53.3	12.2	119	14	£16715
1.0 TCe (90) auto Journey	49.6	13.4	129	12	£18215
1.0 TCe Bi-Fuel (100) Essential	52.3	12.2	106	8	£14725
1.0 TCe Bi-Fuel (100) Expression	52.4	12.2	106	8	£15725
1.0 TCe Bi-Fuel (100) Journey	52.4	12.2	106	8	£16725

Sandero Stepway - 4099x1848mm
Euro NCAP: ★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TCe (90) Essential	50.4	12.0	127	10	£16015
1.0 TCe (90) Expression	50.4	12.0	127	10	£17015
1.0 TCe (90) auto Extreme	45.6	14.2	140	10	£19915
1.0 TCe Bi-Fuel (100) Essential	48.7	11.9	115	10	£16075
1.0 TCe Bi-Fuel (100) Expression	48.7	11.9	115	11	£17075
1.0 TCe (110) Extreme	51.4	10.0	125	17	£18645

Extreme: add £1350 to Expression

Jogger - 4547x1848mm
Euro NCAP: ★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TCe (110) Essential	47.9	11.2	132	13	£18970
1.0 TCe (110) Expression	48.7	11.2	132	13	£20270
1.0 TCe (110) Extreme	48.7	11.2	132	13	£21120
1.6 TCe Hyb (140) at Expression	58.9	10.0	108	15	£23305
1.6 TCe Hyb (140) at Extreme	57.6	10.0	109	15	£24305

Spring - 3701x1583mm
Euro NCAP: ★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
27kWh (45) auto Expression	140	19.1	0	24	£14995
27kWh (65) auto Expression	140	13.7	0	25	£15995
27kWh (65) auto Extreme	140	13.7	0	25	£16995

Duster - 4343x1813mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TCe Bi-Fuel (100) Essential 4x2	43.5	14.1	126	17	£19380
1.2 TCe (130) Expression 4x2	51.3	9.9	124	24	£21820
1.2 TCe (130) Expression 4x4	46.3	11.0	135	24	£24070
1.6 Hybrid (140) at Expression 4x2	55.3	10.1	114	24	£24830

Journey: add £1700 to Expression
Extreme: add £2500 to Expression

Bigster - 4570x1812mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 TCe (140) Expression	50.0	9.8	122	27	£25215
1.2 TCe (130) Expression 4x4	46.0	11.2	134	26	£27465
1.8 Hybrid (155) auto Expression	58.0	9.7	105	28	£28190

Journey: add £1250 to Expression (not TCe 130) **Extreme:** add £1500 to Expression

DS

Dealers: 196 **Warranty:** 3 yrs/60000 mls

DS 3 - 4118x1791mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Hybrid (136) auto Pallas	62.1	9.2	112	21	£32580
1.2 Hybrid (136) auto Pallas 55	62.1	9.2	112	21	£33380
1.2 Hybrid (136) auto Etoile	62.1	9.2	112	21	£34520
54kWh (155) auto E-Tense Pallas	248	9.0	0	29	£39210
54kWh (155) auto E-Tense Etoile	245	9.0	0	31	£41150

DS 4 - 4400x1830mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Hybrid (136) auto Pallas	54.3	10.4	117	19	£34630
1.2 Hybrid (136) auto Pallas 55	54.3	10.4	117	20	£35730
1.2 Hybrid (136) auto Etoile	54.3	10.4	117	20	£37430
1.6 Hybrid E-Tense (225) at Pallas	323.3	7.7	33	28	£40680
1.6 Hybrid E-Tense (225) at Etoile	323.3	7.7	33	30	£43480
1.5 BlueHDi (130) auto Pallas	56.5	10.9	137	20	£35720
1.5 BlueHDi (130) auto Etoile	56.5	10.9	137	21	£38070

DS 9 - 4934x1932mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 Hybrid E-Tense (250) at Rivoli+	353.1	8.1	22	41	£56310
1.6 Hybrid E-Tense (250) at Opera	353.1	8.1	23	42	£64910

DS 7 Crossback - 4593x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 Hyb E-Tense (225) auto Etoile	220.9	8.9	33	35	£52380
1.5 BlueHDi (130) auto Pallas	53.3	10.7	146	27	£40580
1.5 BlueHDi (130) auto Etoile	53.3	10.7	146	28	£44600

No. 8 - 4820x1900mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
74kWh (230) auto Pallas	364	7.7	0	N/A	£50790
74kWh (230) auto Etoile	364	7.7	0	N/A	£54790
97.2kWh (245) at Pallas Long Range	471	7.8	0	N/A	£54690
97.2kWh (245) at Etoile Long Range	471	7.8	0	N/A	£59290
97.2kWh (350) at Etoile AWD Long	431	5.4	0	N/A	£63290

FERRARI

Dealers: 14 **Warranty:** 4 yrs/unlimited mls

Purosangue - 4973x2028mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.5 V12 (725) auto Purosangue	19.0	3.3	337	50	£313501

Roma - 4656x1974mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.9 V8TT (620) auto Roma	29.1	3.4	220	50	£183200
3.9 V8TT (620) auto Spider	29.7	3.4	217	50	£210838

296 - 4565x1958mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6TT Hybrid (830) auto 296 GTB	32.1	2.9	198	50	£256535
3.0 V6TT Hybrid (830) auto 296 GTS	31.4	2.9	205	50	£279343

12Cilindri - 4733x2176mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.5 V12 (830) auto 12Cilindri	N/A	2.9	N/A	50	£336500
6.5 V12 (830) auto 12Cilindri Spider	N/A	3.0	N/A	50	£366500

SF90 Stradale - 4710-4850x1972-2000mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (1000) auto SF90 Stradale	29.7	2.5	217	50	£379225
4.0 V8TT (1000) auto SF90 Spider	25.9	2.5	248	50	£418274
4.0 V8TT (1030) at SF90XX Stradale	39.2	2.3	167	50	£676694
4.0 V8TT (1030) auto SF90XX Spider	39.2	2.3	167	50	£747197

FIAT

Dealers: 96 **Warranty:** 3 yrs/60000 mls

Grande Panda - 3999x1763mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 Hybrid (100) Icon	52.3	10.0	118	N/A	£18710
1.2 Hybrid (100) La Prima	52.3	10.0	119	N/A	£20710
44kWh (113) auto (Red)	199	11.0	0	N/A	£20920
44kWh (113) auto La Prima	199	11.0	0	N/A	£23920

500 - 3632x1900mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
24kWh (95) auto	118	9.5	0	16	£24975
24kWh (95) auto (Red)	118	9.5	0	16	£24975
42kWh (118) auto	202	9.0	0	17	£27975
42kWh (118) auto (Red)	202	9.0	0	17	£27975
42kWh (118) auto La Prima	196	9.0	0	18	£30975
42kWh (118) auto Armani Edition	192	9.0	0	18	£33975

500C: add £6000

600 - 4171x1781mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Hybrid (100) auto	58.9	10.9	109	N/A	£24555
1.2 Hybrid (100) auto La Prima	57.6	10.9	109	N/A	£27555
1.2 Hybrid (136) auto	58.9	8.5	109	N/A	£25555
1.2 Hybrid (136) auto La Prima	57.6	8.5	109	N/A	£28555
54kWh (154) auto (Red)	254	9.0	0	N/A	£29975
54kWh (154) auto La Prima	252	9.0	0	N/A	£32975

FORD

Dealers: 781 **Warranty:** 3 yrs/60000 mls

Focus - 4397x1825mm
Euro NCAP: ★★★★★ **Driver Power:** 46th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0T EcoBoost (125) Titanium	54.3	10.2	118	13	£28730
1.0T EcoBoost (125) ST-Line	54.3	10.2	119	13	£29560
1.0T EcoBoost (125) Active X	54.3	10.2	123	13	£31760
1.0T EcoBoost (155) auto Titanium	53.3	8.4	120	17	£30580
1.0T EcoBoost (155) auto ST-Line	53.3	8.4	120	17	£31410
1.0T EcoBoost (155) auto Active X	53.3	8.4	125	17	£33610

Titanium X: add £2200 to Titanium
ST-Line X: add £2200 to ST-Line

Focus Estate - 4693x1825mm
Euro NCAP: ★★★★★ **Driver Power:** 46th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0T EcoBoost (125) Titanium	54.3	10.4	120	13	£29890
1.0T EcoBoost (125) ST-Line	54.3	10.4	124	13	£30720
1.0T EcoBoost (125) Active X	54.3	10.4	125	13	£32920
1.0T EcoBoost (155) auto Titanium	53.3	8.6	121	17	£31740
1.0T EcoBoost (155) auto ST-Line	53.3	8.6	124	17	£32570
1.0T EcoBoost (155) auto Active X	53.3	8.6	127	17	£34770

Titanium X: add £2200 to Titanium
ST-Line X: add £2200 to ST-Line

Tourneo Courier - 4337x1791mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 EcoBoost (125) Titanium	42.2	N/A	152	10	£25900
1.0 EcoBoost (125) Active	42.2	N/A	152	11	£27220
1.0 EcoBoost (125) auto Titanium	39.2	N/A	164	13	£27100
1.0 EcoBoost (125) auto Active	39.2	N/A	164	13	£28420

Tourneo Connect - 4515-4868x1855mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 EcoBoost (115) auto Titanium	41.8	N/A	153	11	£33820
1.5 EcoBoost (115) auto Grand Titan	40.7	N/A	158	11	£34260
1.5 PHEV (150) auto Titanium	589.6	N/A	10	N/A	£37040
1.5 PHEV (150) auto Active	592.0	N/A	10	N/A	£38240
1.5 PHEV (150) auto Grand Titanium	549.0	N/A	11	N/A	£38840
1.5 PHEV (150) auto Grand Active	551.2	N/A	11	N/A	£39360
2.0 EcoBlue (122) auto Titanium	50.4	N/A	147	13	£35510
2.0 EcoBlue (122) auto Grand Titan	49.2	N/A	150	13	£36710
2.0 EcoBlue (122) auto Active	50.5	N/A	146	13	£37310
2.0 EcoBlue (122) auto Grand Active	49.2	N/A	150	13	£38510

Tourneo Custom - 5050-5450x2032mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 PHEV (232) Zetec	157.0	N/A	41	N/A	£57253
2.5 PHEV (232) Titanium	157.0	N/A	41	N/A	£57253
2.5 PHEV (232) Active	149.0	N/A	43	N/A	£62533
2.5 PHEV (232) Titanium X	149.0	N/A	43	N/A	£64213
2.0 EcoBlue (136) Zetec	38.2	N/A	194	N/A	£54763
2.0 EcoBlue (136) Titanium	37.7	N/A	195	N/A	£57163
2.0 EcoBlue (136) auto Zetec	34.9	N/A	211	N/A	£57403
2.0 EcoBlue (136) auto Titanium	34.9	N/A	212	N/A	£59803
2.0 EcoBlue (150) Titanium	37.7	N/A	195	N/A	£57667
2.0 EcoBlue (150) Active	37.7	N/A	196	N/A	£60547
2.0 EcoBlue (150) Titanium X	37.7	N/A	197	N/A	£62227
2.0 EcoBlue (170) auto Titanium	34.9	N/A	212	N/A	£61027
2.0 EcoBlue (170) auto Active	34.9	N/A	213	N/A	£63907
2.0 EcoBlue (170) auto Titanium X	34.9	N/A	214	N/A	£65587
65kWh (218) auto Zetec	186	N/A	0	N/A	£60877
65kWh (218) auto Titanium	185	N/A	0	N/A	£60877
65kWh (218) auto Titanium	183	N/A	0	N/A	£66157
65kWh (218) auto Titanium	183	N/A	0	N/A	£67837

Luxe: add £2400 to Titanium, add £1200 to Titanium X, **LWB:** add £840

Puma - 4186x1805mm
Euro NCAP: ★★★★ **Driver Power:** 47th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0T EcoBoost (125) Titanium	52.3	9.8	122	12	£26580
1.0T EcoBoost (125) ST-Line	52.3	9.8	122	12	£27480
1.0T E'Boost (125) auto Titanium	49.6	9.6	130	12	£28380
1.0T E'Boost (125) auto ST-Line	49.6	9.6	130	13	£29280
1.0T EcoBoost (155) auto ST-Line X	49.6	8.7	129	17	£31580
1.0T EcoBoost (170) auto ST	47.9	7.4	135	21	£33880
1.0T EcoBoost (170) at ST Handling	47.9	7.4	135	21	£34930
53kWh (168) auto Gen-E Select	233	8.0	0	18	£29995
53kWh (168) auto Gen-E Premium	226	8.0	0	19	£31995

ST-Line X: add £1550 to ST-Line

Explorer - 4468x1871mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
52kWh (170) auto Style	233	8.7	0	19	£39285
52kWh (170) auto Premium	221	8.7	0	20	£43985
77kWh (286) auto Select	374	6.4	0	28	£45885
77kWh (286) auto Premium	354	6.4	0	29	£49985
79kWh (340) auto Premium AWD	329	5.3	0	32	£53985

Capri - 4634x1872mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
52kWh (170) auto Style	242	8.7	0	20	£41485
52kWh (170) auto Premium	231	8.7	0	21	£46185
77kWh (286) auto Select	389	6.4	0	29	£48085
77kWh (286) auto Premium	369	6.4	0	30	£52185
79kWh (340) auto Premium AWD	346	5.3	0	33	£56185

Kuga - 4604x1882mm
Euro NCAP: N/A **Driver Power:** 4th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T EcoBoost (150) Titanium	44.1	9.5	145	16	£32365
1.5T EcoBoost (150) ST-Line	44.1	9.5	147	17	£37665
2.5 FHEV (180) auto ST-Line	52.3	9.1	123	19	£38795
2.5 FHEV (180) auto Active	52.3	9.1	125	19	£38965
2.5 FHEV (183) at ST-Line X AWD	48.7	8.3	136	23	£42645
2.5 FHEV (183) at Active AWD	48.7	8.3	133	23	£41145
2.5 PHEV (243) auto ST-Line	313.9	7.3	21	26	£40665
2.5 PHEV (243) auto Active	313.9	7.3	21	26	£41065

ST-Line X: add £2290 to ST-Line

Mustang Mach-E - 4713x1881mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
72kWh (268) auto Select	292	6.9	0	33	£50840
91kWh (294) auto Premium	372	7.0	0	37	£59390
91kWh (370) auto AWD Premium	341	5.8	0	40	£65415
91kWh (487) auto AWD GT	320	4.4	0	40	£74550
91kWh (487) auto AWD GT Rally	316	4.4	0	40	£76800

Ranger - 5370-5381x2028mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.3 PHEV (281) auto Double Cab XLT	91.1	9.2	71	N/A	£48929
2.3 PHEV (281) auto DC Wildtrak	94.2	9.2	68	N/A	£55409
2.3 PHEV (281) auto DC Stormtrak	94.2	9.2	68	N/A	£61289
3.0 V6 E'Boost (292) auto DC Raptor	20.5	7.9	315	42	£62489
2.0 EcoBlue (170) Double Cab XL	33.2	10.5	222	39	£38489
2.0 EcoBlue (170) Double Cab XLT	33.2	10.5	221	39	£40109
2.0 EcoBlue (205) auto DC Tremor	27.4	10.5	270	41	£44189
2.0 EcoBlue (205) auto DC Wildtrak	32.1	10.5	230	42	£49949
2.0 EcoBlue (205) at DC Wildtrak X	27.4	10.5	271	42	£52349
2.0 EcoBlue (210) auto DC Raptor	26.6	10.4	278	41	£58889
3.0 V6 E'Blue (240) at DC Wildtrak	28.0	8.7	264	44	£56609
3.0 V6 E'Blue (240) at DC Platinum	28.0	8.7	266	45	£59069
3.0 V6 E'Blue (240) auto DC MS-RT	26.6	8.7	277	45	£62489

Mustang - 4810x1916mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
5.0 V8 (446) GT Fastback	24.1	5.3	275	44	£58470
5.0 V8 (446) auto GT Fastback	23.9	4.9	278	45	£60470
5.0 V8 (446) GT Convertible	23.5	5.4	280	48	£61970
5.0 V8 (446) auto GT Convertible	24.4	5.0	282	48	£63970
5.0 V8 (453) Dark Horse	23.7	5.2	279	46	£70740
5.0 V8 (453) auto Dark Horse	23.3	4.4	282	46	£72740

GENESIS

Dealers: 103 **Warranty:** 5 yrs/125000 mls

Electrified G80 - 5005x1925mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
87.2kWh (370) auto Luxury AWD	323	4.9	0	50	£76535

GV60 - 4515x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77.4kWh (229) auto Premium	321	7.8	0	41	£54855
77.4kWh (318) auto Sport AWD	292	6.3	0	45	£59315
77.4kWh (490) auto Sport Plus AWD	290	4.0	0	45	£68455

GV70 - 4715x1910mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5T (304) auto Luxury AWD	283	4.2	0	N/A	£48955
2.5T (304) auto Premium AWD	283	4.2	0	N/A	£49045
2.5T (304) auto Sport AWD	283	4.2	0	N/A	£51095
2.2 (201) auto Luxury AWD	283	7.9	0	N/A	£52645
2.2 (201) auto Premium AWD	283	7.9	0	N/A	£49545
2.2 (201) auto Sport AWD	283	7.9	0	N/A	£52805

GWM

Dealers: 10 **Warranty:** 5 yrs/unlimited

Ora 03 - 4235x1825mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
48kWh (171) auto Pure+	193	8.3	0	24	£31995
63kWh (171) auto Pro+	260	8.2	0	30	£34995

Haval Jolion Pro - 4470x1898mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 eHEV (189) auto Premium	47.0	9.0	133	N/A	£23995
1.5 eHEV (189) auto Lux	47.0	9.0	133	N/A	£26995
1.5 eHEV (189) auto Ultra	47.0	9.0	133	N/A	£29995

Poer 300 - 5416x1947mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.4D (184) auto Lux	33.6	11.0	221	N/A	£37714
2.4D (184) auto Ultra	33.6	11.0	223	N/A	£41049
2.4D (184) auto Vanta	33.6	11.0	223	N/A	£43049

HONDA

Dealers: 196 **Warranty:** 3 yrs/60000 mls

Jazz - 4089x1694mm
Euro NCAP: ★★★★★ **Driver Power:** 14th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 i-MMD (107) auto Elegance	62.8	9.6	102	21	£28060
1.5 i-MMD (107) auto Advance	62.8	9.6	102	22	£29280
1.5 i-MMD (107) auto Crosstar	58.9	9.6	102	22	£30355
1.5 i-MMD (107) at Advance Sport	61.4	9.6	102	22	£30555

Civic - 4551x1802mm
Euro NCAP: ★★★★★ **Driver Power:** 19th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 i-MMD (143) auto Elegance	60.1	7.9	108	28	£35780
2.0 i-MMD (143) auto Sport	56.5	7.9	113	28	£37325
2.0 i-MMD (143) auto Advance	56.5	8.1	114	28	£40680
2.0T (329) Type R	34.4	5.4	189	43	£51905

HR-V - 4340x1866mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 i-MMD (107) auto Elegance	52.3	10.6	122	30	£32250
1.5 i-MMD (107) auto Advance	52.3	10.7	122	31	£34780
1.5 i-MMD (107) at Advance Style	52.3	10.7	122	31	£38030
1.5 i-MMD (107) at Adv Style Plus	52.3	10.7	122	31	£38825

e:Ny1 - 4387x1790mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
68.8kWh (204) auto Elegance	256	7.7	0	43	£40660
68.8kWh (204) auto Advance	256	7.7	0	43	£42890

ZR-V - 4568x1898mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 i-MMD (143) auto Elegance	49.6	7.8	130	35	£40780
2.0 i-MMD (143) auto Sport	48.7	7.9	131	35	£42445
2.0 i-MMD (143) auto Advance	48.7	8.0	132	35	£44330

CR-V - 4706x1942mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 i-MMD (148) auto Elegance	42.8	9.4	151	34	£47350
2.0 i-MMD (148) auto Advance	42.8	9.4	151	34	£50470
2.0 i-MMD (184) at Advance Tech	353.1	9.4	18	37	£49930

HYUNDAI

Dealers: 173 **Warranty:** 5 yrs/unlimited mls

i10 - 3670x1680mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 MPi (67) Advance	55.3	15.6	116	2	£16600
1.0 MPi (67) auto Advance	53.2	18.4	121	1	£17250
1.2 MPi (84) Advance	52.3	15.6	123	6	£17400
1.2 MPi (84) auto Advance	49.5	18.4	129	2	£18050
1.0 T-GDi (100) N Line	52.3	11.4	123	10	£19200

Premium: add £1300 to Advance

i20 - 4065x1775mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 T-GDi (100) Advance	52.3	10.4	123	13	£22100
1.0 T-GDi (100) Ultimate	52.3	10.4	123	14	£24750
1.0 T-GDi (100) auto Advance	52.3	11.4	122	12	£23350
1.0 T-GDi (100) auto Ultimate	52.3	11.4	124	15	£26000

Premium: add £1150 to Advance
N Line S: same price as Ultimate

i30 - 4340x1795mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 T-GDi (140) Advance	47.9	9.6	130	15	£24755
1.5 T-GDi (140) N Line	42.8	9.6	150	15	£27390
1.5 T-GDi (140) auto Advance	50.4	9.7	127	15	£25955
1.5 T-GDi (140) auto N Line	44.8	9.7	143	15	£28590

Premium: add £3050 to Advance
N Line S: add £2020 to N Line

i30 Tourer - 4585x1795mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 T-GDi (140) Advance	47.9	9.8	130	15	£25505
1.5 T-GDi (140) Premium	47.1	9.8	135	14	£28555
1.5 T-GDi (140) auto Advance	47.1	9.9	127	14	£26705
1.5 T-GDi (140) auto Premium	48.7	9.9	132	15	£29755

Ioniq 5 - 4655x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
63kWh (170) auto Advance	273	8.5	0	33	£39910
84kWh (228) auto Advance	354	7.5	0	38	£43410
84kWh (228) auto N Line	320	5.3	0	38	£47410
84kWh (325) auto N Line AWD	307	5.3	0	41	£50910
84kWh (650) auto N AWD	278	3.4	0	49	£65010

Premium: add £5500 to Advance
N Line S: add £5000 to N Line

Ioniq 6 - 4855x1880mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77kWh (228) auto Premium	338	7.4	0	36	£47050
77kWh (325) auto Premium AWD	322	5.1	0	41	£50550

Ultimate: add £3500 to Premium

Inster - 3825-3845x1610mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
42kWh (97) auto 01	203	11.7	0	21	£23805
49kWh (115) auto 01	229	10.6	0	23	£25055
49kWh (115) auto 02	223	10.6	0	23	£26755
49kWh (115) auto Cross	229	10.6	0	23	£29055

Bayon - 4180x1775mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 T-GDi (100) Advance	51.4	11.3	125	16	£23125
1.0 T-GDi (100) Premium	51.4	11.3	126	16	£24525
1.0 T-GDi (100) auto Advance	51.4	12.4	124	15	£24375
1.0 T-GDi (100) auto Premium	51.4	12.4	125	15	£25775

Ultimate: add £1400 to Premium

Kona - 4350x1825mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 T-GDi (100) Advance	47.9	13.3	131	14	£26735
1.0 T-GDi (100) N Line	47.1	13.3	134	14	£28535
1.6 T-GDi (138) Advance	45.6	10.2	140	21	£27685
1.6 T-GDi (138) N Line	42.2	10.2	147	21	£29485
1.6 T-GDi (138) auto Advance	45.6	10.2	141	21	£29235
1.6 T-GDi (138) auto N Line	43.5	10.2	145	22	£31035
1.6 Hybrid (129) auto Advance	60.1	12.0	106	20	£30890
1.6 Hybrid (129) auto N Line	60.1	12.0	106	20	£32690
65kWh (218) auto Advance	319	7.8	0	31	£35000
65kWh (218) auto N Line	282	7.8	0	31	£37000

N Line S: add £2400 to N Line, add £2700 to EV **Ultimate:** same price as N Line S

Tucson - 4510x1865mm
Euro NCAP: ★★★★★ **Driver Power:** 13th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 T-GDi (160) Advance	41.5	10.3	154	16	£33080
1.6 T-GDi (160) N Line	40.9	10.3	157	16	£35580
1.6 T-GDi (160) 48v auto Advance	44.8	9.4	142	17	£34260
1.6 T-GDi (160) 48v auto N Line	44.1	9.4	144	17	£36760
1.6 T-GDi (160) 48v at N Lin S 4WD	40.3	9.8	158	18	£42080
1.6 T-GDi Hybrid (215) at Advance	49.5	8.2	129	20	£36220
1.6 T-GDi Hybrid (215) at N Line	49.6	8.2	131	20	£38820
1.6 T-GDi Hyb (215) at N Lin S 4WD	42.8	8.5	149	21	£42910
1.6 T-GDi PHEV (252) at Advance	282.5	9.8	22	22	£39385
1.6 T-GDi PHEV (252) at N Line	256.8	9.8	24	23	£41885
1.6 T-GDi PHEV (252) at N Lin 4WD	217.3	8.2	29	23	£43485

Premium: same price as N Line
N Line S: add £2500 to N Line
Ultimate: same price as N Line S

Santa Fe - 4830x1900mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 T-GDi Hybrid (215) at Prem 2WD	41.5	9.6	155	33	£47890
1.6 T-GDi Hybrid (215) at Ultim 2WD	40.4	9.6	158	33	£51390
1.6 T-GDi Hybrid (215) at Callig 2WD	40.4	9.6	159	33	£53890
1.6 T-GDi Hybrid (215) at Prem 4WD	38.7	9.8	165	34	£49945
1.6 T-GDi Hybrid (215) at Ultim 4WD	38.2	9.8	168	34	£53445
1.6 T-GDi Hybrid (215) at Callig 4WD	38.2	9.8	167	34	£55945
1.6 T-GDi PHV (253) at Prem 4WD	166.0	9.3	38	36	£51995
1.6 T-GDi PHV (253) at Ultim 4WD	166.0	9.3	38	36	£55245
1.6 T-GDi PHV (253) at Callig 4WD	166.0	9.3	38	36	£57745

Six seats: add £1000 to Calligraphy

Ioniq 9 - 5060x1980mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
110kWh (218) auto Premium 4WD	385	9.7	0	42	£64995
110kWh (307) auto Ultimate 4WD	376	6.7	0	47	£73495
110kWh (307) at Calligraphy 4WD	376	6.7	0	47	£75795
110kWh (427) at Calligraphy 4WD	372	5.2	0	48	£77595

Six seats: add £1000 to 427 Calligraphy

INEOS

Dealers: TBC **Warranty:** 5 yrs/TBC mls

Grenadier - 4895x1930mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (286) auto Utility Wagon	19.6	8.8	328	50	£65025
3.0T (286) auto Station Wagon	19.6	8.8	325	50	£71385
3.0D (249) auto Utility Wagon	25.9	8.8	286	50	£65025
3.0D (249) auto Station Wagon	25.9	8.8	286	50	£71385

Fieldmaster/Trialmaster Editions: add £7500

Quartermaster - 5440x1930mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (286) auto Utility Wagon	19.6	8.6	327	50	£66240
3.0D (249) auto Utility Wagon	25.2	9.9	294	50	£66240

Fieldmaster/Trialmaster Editions: add £7500

ISUZU

Dealers: 103 **Warranty:** 5 yrs/125000 mls

D-Max - 5280x1870mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.9D (164) Utility Double Cab	33.7	12.7	220	39	£38146
1.9D (164) DL20 Double Cab	32.5	12.7	220	39	£40306
1.9D (164) DL40 Double Cab	32.5	12.7	220	40	£44026
1.9D (164) V-Cross Double Cab	32.5	12.7	220	40	£45826
1.9D (164) auto DL20 Double Cab	31.8	13.0	241	40	£43480
1.9D (164) auto DL40 Double Cab	31.4	13.0	241	40	£47200
1.9D (164) at V-Cross Double Cab	31.4	13.0	241	40	£49000
1.9D (164) at Arctic Trucks AT35 DC	32.5	12.7	241	40	£68326

JAECOO

Dealers: N/A **Warranty:** 7 yrs/100000 mls

Jaecoo 7 - 4500x1865mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6T (147) auto Deluxe	37.7	10.3	169	21	£28700
1.6T (147) auto Luxury AWD	35.3	11.8	182	22	£31700
1.5T PHEV (204) Luxury	403.0	6.1	23	31	£35000

JEEP

Dealers: 66 **Warranty:** 3 yrs/60000 mls

Avenger - 4084x1797mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2T (100) Longitude	49.6	10.6	129	22	£25218
1.2T (100) Altitude	49.6	10.6	127	23	£27218
1.2T (100) Summit	49.6	10.6	129	23	£29219
1.2 E-Hybrid (100) auto Longitude	57.6	10.4	111	22	£26229
1.2 E-Hybrid (100) auto Altitude	57.6	10.4	111	23	£28229
1.2 E-Hybrid (100) auto Summit	57.6	10.4	111	23	£30229
1.2 Hybrid (136) auto Upland 4xe	51.4	9.5	124	27	£31219
1.2 Hybrid (136) auto Overland 4xe	51.4	9.5	124	27	£33219
1.2 Hybrid (136) at North Face 4xe	51.4	9.5	124	28	£35219
54kWh (156) auto e-Longitude	249	9.6	0	24	£29999
54kWh (156) auto e-Altitude	249	9.6	0	24	£31999
54kWh (156) auto e-Summit	249	9.6	0	25	£33999

Renegade - 4236x1805mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T E-Hybrid (130) auto North Star	50.4	10.0	127	17	£32929
1.5T E-Hybrid (130) auto Summit	50.4	10.0	126	17	£33429
1.3T PHEV (240) at North Star 4xe	134.5	7.1	48	26	£39219

Compass - 4404x1874mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T E-Hybrid (130) North Star	50.4	10.0	127	26	£36835
1.5T E-Hybrid (130) Summit	51.4	10.0	124	27	£38335
1.3T PHEV (240) auto Summit 4xe	141.2	7.3	47	31	£44765

Wrangler - 4882x1894mm
Euro NCAP: ★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 GME (272) auto Sahara 4dr	25.4	7.6	250	41	£63465
2.0 GME (272) auto Rubicon 4dr	23.7	7.6	269	41	£65870

Grand Cherokee - 4914x1979mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T PHEV (381) auto Limited 4xe	108.7	6.3	60	48	£72414
2.0T PHV (381) at Summit Res 4xe	108.7	6.3	60	49	£85914

KGM MOTORS

Dealers: 63 **Warranty:** 5 yrs/100000 mls

Tivoli - 4225x1810mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 GDi-T (163) K40	40.1	N/A	161	18	£23995
1.5 GDi-T (163) auto K40	36.9	N/A	175	18	£25749

Korando - 4450x1870mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 GDi-T (163) K35	36.9	10.8	175	18	£26995
1.5 GDi-T (163) auto K35	35.5	10.8	182	18	£27995

Torres - 4715x1890mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 GDi-T (163) auto K30	33.2	10.8	194	33	£36749
1.5 GDi-T (163) auto K40	33.2	10.8	194	33	£39749
1.5 GDi-T (163) auto K40 AWD	31.1	10.8	207	32	£41749
73.4kWh (207) auto K30 EVX	287	8.1	0	48	£36995
73.4kWh (207) auto K40 EVX	287	8.1	0	48	£39295

Actyon - 4740x1910mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 GDi-T (163) auto K50	33.1	N/A	194	25	£38649

Rexton - 4850x1960mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.2D (202) auto K30	32.9	10.7	225	36	£42495
2.2D (202) auto K40	32.9	10.7	225	37	£44235
2.2D (202) auto K50	32.6	10.7	227	38	£48710

Musso - 5095-5405x1950mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.2D (202) Rebel	34.0	N/A	220	48	£38358
2.2D (202) auto Rebel	32.0	N/A	236	50	£36246
2.2D (202) auto Saracen	32.0	N/A	236	50	£41718
2.2D (202) auto Saracen+ LWB	31.0	N/A	241	50	£43194

KIA

Dealers: 187 **Warranty:** 7 yrs/100000 mls

Picanto - 3605x1900mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 DPi (62) 2	55.4	15.4	116	4	£16065
1.0 DPi (62) GT-Line	52.3	15.4	121	5	£17215
1.0 DPi (62) 3	55.4	15.4	121	5	£18015
1.0 DPi (62) auto 2	54.3	18.2	119	4	£16765
1.0 DPi (62) auto GT-Line	52.3	18.2	123	5	£17915
1.0 DPi (62) auto 3	54.3	18.2	122	5	£18715
1.2 DPi (77) GT-Line S	51.4	13.1	124	8	£18915
1.2 DPi (77) auto GT-Line S	49.6	16.5	127	5	£19615

EV4 - 4430x1860mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
58.3kWh (201) auto Air	273	7.5	0	N/A	£34695
81.4kWh (201) auto Air	388	7.7	0	N/A	£37695
81.4kWh (201) auto GT-Line	362	7.9	0	N/A	£39395
81.4kWh (201) auto GT-Line S	362	7.9	0	N/A	£43895

EV6 - 4695x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
84kWh (225) auto Air	361	7.7	0	34	£45585
84kWh (225) auto GT-Line	361	7.7	0	35	£48585
84kWh (320) auto AWD GT-Line	339	5.3	0	40	£52085
84kWh (641) auto AWD GT	279	3.5	0	46	£59985

GT-Line S: add £5100 to GT-Line, **heat pump:** add £1000 to GT-Line S

PV5 Passenger - 4695x1895mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
51.5kWh (120) auto Essential	179	12.8	0	N/A	£32995
51.5kWh (120) auto Plus	179	12.8	0	N/A	£TBC
71.2kWh (160) at Essential L. Range	249	10.7	0	N/A	£35995
71.2kWh (160) auto Plus Long Range	249	10.7	0	N/A	£38295

Stonic - 4140x1760mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 T-GDi (98) 2	51.4	11.3	125	9	£21485
1.0 T-GDi (98) GT-Line	48.7	11.3	132	10	£22540
1.0 T-GDi (98) 48v 3	50.4	11.3	127	10	£23990
1.0 T-GDi (98) auto 2	50.4	12.4	125	8	£22485
1.0 T-GDi (98) auto GT-Line	47.1	12.4	135	8	£23540
1.0 T-GDi (98) auto 48v 3	49.6	12.4	129	9	£24990

GT-Line S: add £1100 to GT-Line

XCeed - 4395x1826mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 T-GDi (138) 2	46.3	8.7	137	16	£24610
1.5 T-GDi (138) GT-Line	44.8	8.7	141	17	£26085
1.5 T-GDi (138) 3	44.8	8.7	141	17	£26585
1.5 T-GDi (138) auto GT-Line	44.8	8.9	142	17	£27185
1.5 T-GDi (138) auto 3	44.8	8.9	142	17	£27685
1.5 T-GDi (138) auto GT-Line S	44.8	8.9	142	17	£32185

Niro - 4420x1825mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 GDi Hybrid (139) auto 2	64.2	10.4	100	20	£30270
1.6 GDi Hybrid (139) auto 3	61.4	10.4	105	21	£32540
1.6 GDi Hybrid (139) auto 4	60.1	10.4	106	21	£35290
1.6 GDi PHEV (180) auto 2	353.1	9.6	18	23	£35435
1.6 GDi PHEV (180) auto 3	313.9	9.6	21	24	£37685
1.6 GDi PHEV (180) auto 4	282.5	9.6	22	24	£40435
65kWh (201) auto EV 2	285	7.8	0	28	£37335
65kWh (201) auto EV 3	285	7.8	0	29	£39585
65kWh (201) auto EV 4	285	7.8	0	29	£42335

Heat pump: add £900 to EV 4

EV3 - 4300x1850mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
58.3kWh (201) auto Air	267	7.5	0	34	£33005
81.4kWh (201) auto Air	372	7.7	0	36	£36005
81.4kWh (201) auto GT-Line	347	7.9	0	37	£39405
81.4kWh (201) auto GT-Line S	347	7.9	0	38	£43005

Heat pump: add £900 to GT-Line S

Sportage - 4540x1865mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 T-GDi (147) Pure	TBC	TBC	160	N/A	£30885
1.6 T-GDi (147) GT-Line	TBC	TBC	160	N/A	£33385
1.6 T-GDi (147) auto GT-Line	TBC	TBC	155	N/A	£35085
1.6 T-GDi (147) auto GT-Line S	TBC	TBC	155	N/A	£40285
1.6 T-GDi HEV (235) auto Pure	TBC	TBC	124	N/A	£34425
1.6 T-GDi HEV (235) auto GT-Line	TBC	TBC	124	N/A	£36215
1.6 T-GDi HEV (235) auto GT Line S	TBC	TBC	124	N/A	£41470
1.6 T-GDi HEV (235) at GT Li S AWD	TBC	TBC	139	N/A	£41470

EV5 - 4610x1875mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
81.4kWh (214) auto Air	329	8.4	0	N/A	£39295
81.4kWh (214) auto GT-Line	313	8.4	0	N/A	£42595
81.4kWh (214) auto GT-Line S	313	8.4	0	N/A	£47095

Heat pump: add £900 to GT-Line S

Sorento - 4815x1900mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6T HEV (212) auto AWD 2	42.2	9.7	153	25	£43685
1.6T HEV (212) auto AWD 3	40.4	9.7	158	26	£47885
1.6T HEV (212) auto AWD 4	39.8	9.7	160	27	£52385
1.6T PHEV (248) auto AWD 2	176.6	8.8	37	31	£47405
1.6T PHEV (248) auto AWD 3	176.6	8.8	37	33	£51605
1.6T PHEV (248) auto AWD 4	176.6	8.8	37	34	£56105
2.2 CRDi (190) auto AWD 2	43.5	9.7	170	30	£42675
2.2 CRDi (190) auto AWD 3	42.8	9.7	173	31	£47290
2.2 CRDi (190) auto AWD 4	42.8	9.7	174	32	£51790

EV9 - 5015x1980mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
99.8kWh (201) auto Air 7st	349	9.4	0	45	£65035
99.8kWh (378) at AWD GT-Line 7st	313	5.3	0	50	£73285
99.8kWh (378) at AWD GT-Li S 7st	313	5.3	0	50	£76035
99.8kWh (378) at AWD GT-Li S 6st	313	5.3	0	50	£77035
99.8kWh (502) auto AWD GT	280	4.6	0	50	£82185

LAMBORGHINI

Dealers: 7 **Warranty:** 3 yrs/unlimited mls

Urus - 5123x2022mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0T V8 PHEV (800) auto SE	N/A	3.4	N/A	50	£208000
4.0T V8 FSI (666) auto S	20.0	3.5	320	50	£186509
4.0T V8 FSI (666) auto Performante	20.0	3.3	320	50	£208398

Four seats: add £3150

Temerario - 4706x1996mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (920) auto AWD	N/A	2.7	N/A	N/A	£260035
4.0 V8TT (920) auto AWD Alleggerita	N/A	2.7	N/A	N/A	£297235

Revuelto - 4947x2033mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.5 V12 (1015) auto AWD Coupe	23.7	2.5	316	50	£452040

LAND ROVER

Dealers: 130 **Warranty:** 3 yrs/unlimited mls

Discovery Sport - 4597x2069mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T P270e auto AWD S	185.3	7.4	35	37	£50260
1.5T P270e at AWD Dynamic SE	178.6	7.4	36	39	£52880
1.5T P270e at AWD Dynamic HSE	175.2	7.4	37	42	£58030
2.0 D165 auto AWD S	42.7	10.2	173	28	£44540
2.0 D165 auto AWD Dynamic SE	42.0	10.2	176	30	£48060
2.0 D200 auto AWD S	42.7	8.6	173	32	£45940
2.0 D200 auto AWD Dynamic SE	42.0	8.6	176	34	£49460
2.0 D200 auto AWD Dynamic HSE	41.7	8.6	178	39	£54610

Defender 90 - 4583x2008mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
5.0 V8 S/C P425 auto AWD X	20.2	5.6	316	45	£96190
5.0 V8 S/C P525 auto AWD V8	19.9	5.2	320	50	£113250
3.0 D250 auto AWD X-Dynamic SE	33.6	8.0	220	37	£61440
3.0 D250 at AWD X-Dynamic HSE	33.3	8.0	222	38	£68175
3.0 D350 auto AWD S	33.7	6.2	219	41	£59960
3.0 D350 auto AWD X-Dynamic SE	33.6	6.2	221	41	£64940
3.0 D350 at AWD X-Dynamic HSE	33.3	6.2	222	44	£71675
3.0 D350 auto AWD X	33.0	6.2	224	46	£90385

Defender 110 - 5018x2008mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.4 V8TT P635 auto AWD Octa	21.4	3.8	298	50	£148045
4.4 V8TT P635 auto AWD Octa Ed 1	21.1	3.8	302	50	£163545
5.0 V8 S/C P425 auto AWD X	19.9	5.8	321	46	£100395
2.0T P300e auto AWD S	104.2	7.6	61	41	£69810
2.0T P300e at AWD X-Dynamic SE	103.0	7.6	62	42	£76765
2.0T P300e at AWD X-Dynam HSE	101.6	7.6	63	44	£79580
2.0T P300e at AWD Sedona Ed	99.5	7.6	64	45	£86710
2.0T P300e auto AWD X	98.6	7.6	65	46	£95040
3.0 D250 auto AWD S	33.1	8.3	223	38	£62120
3.0 D250 auto AWD X-Dynamic SE	32.8	8.3	225	39	£69470
3.0 D250 at AWD X-Dynamic HSE	32.8	8.3	226	39	£73660
3.0 D350 auto AWD S	33.1	6.4	224	38	£66290
3.0 D350 auto AWD X-Dynamic SE	32.8	6.4	226	43	£75020
3.0 D350 at AWD X-Dynamic HSE	32.7	6.4	226	44	£77835
3.0 D350 at AWD Sedona Edition	32.5	6.4	228	45	£84470
3.0 D350 auto AWD X	32.3	6.4	229	46	£95970

Defender 130 - 5358x2008mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
5.0 V8 S/C P425 at AWD X-Dyn SE	19.9	6.2	321	43	£89670
5.0 V8 S/C P425 at AWD X-Dy HSE	19.8	6.2	322	46	£93175
5.0 V8 S/C P425 auto AWD X	19.8	6.2	323	48	£111075
5.0 V8 S/C P500 auto AWD V8	19.6	5.7	325	50	£120980
3.0 D350 auto AWD X-Dynamic SE	32.3	6.8	229	43	£83925
3.0 D350 at AWD X-Dynamic HSE	32.2	6.8	230	46	£87490
3.0 D350 auto AWD Outbound	32.4	6.8	229	43	£85060
3.0 D350 auto AWD X	31.8	6.8	233	47	£104390

Discovery - 4956x2000mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 D350 auto AWD S	34.8	6.3	213	43	£64610
3.0 D350 auto AWD Dynamic SE	34.3	6.3	216	43	£70410
3.0 D350 auto AWD Dynamic HSE	32.8	6.3	217	45	£74775
3.0 D350 at AWD Metropolitan Ed	33.8	6.3	219	45	£79670

Range Rover Evoque - 4371x1996mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 P160 auto S	35.9	9.7	178	25	£44755
2.0 P160 auto Dynamic SE	35.3	9.7	181	26	£47330
1.5 P270e auto AWD S	196.0	6.8	33	34	£49110
1.5 P270e auto AWD Dynamic SE	194.7	6.8	33	36	£53235
1.5 P270e at AWD Autobiography	190.9	6.8	34	39	£58385
2.0 D165 auto AWD S	44.0	9.2	168	26	£44380
2.0 D165 auto AWD Dynamic SE	43.6	9.2	170	29	£47755
2.0 D200 auto AWD S	44.0	7.9	168	29	£45435
2.0 D200 auto AWD Dynamic SE	43.6	7.9	170	33	£49560
2.0 D200 at AWD Autobiography	42.0	7.9	176	34	£55540

Range Rover Velar - 4797x2041mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T P400 auto AWD Dynamic SE	28.9	5.2	223	43	£69025
3.0T P400 at AWD Autobiography	28.2	5.2	228	47	£77735
2.0T P400e auto AWD S	161.1	5.1	40	43	£65445
2.0T P400e auto AWD Dynamic SE	157.7	5.1	41	44	£69670
2.0T P400e at AWD Autobiography	150.7	5.1	43	44	£75005
2.0 D200 auto AWD S	43.7	7.8	170	36	£55410
2.0 D200 auto AWD Dynamic SE	42.8	7.8	173	36	£60395
2.0 D200 auto AWD Autobiography	41.5	7.8	204	36	£67630
3.0 D300 auto AWD Dynamic SE	38.4	6.1	193	42	£66905
3.0 D300 at AWD Autobiography	37.5	6.1	197	46	£73540

Range Rover Sport - 4946x2047mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT P460e auto AWD SE	382.4	5.3	17	50	£90310
3.0TT P460e at AWD Dynamic SE	385.6	5.3	17	50	£93310
3.0TT P460e auto AWD Autobiog	366.7	5.3	17	50	£104830
3.0TT P550e auto AWD Autobiog	362.2	4.7	18	50	£114160
4.4 V8TT P530 auto AWD Autobiog	24.7	4.3	259	50	£119025
4.4 V8TT P635 auto AWD SV Ed 2	23.6	3.7	272	50	£174545
3.0 D250 auto AWD S	39.4	7.3	188	44	£76350
3.0 D300 auto AWD SE	38.8	6.1	191	47	£85575
3.0 D300 auto AWD Dynamic SE	38.9	6.1	191	48	£88575
3.0 D300 at AWD Autobiography	38.1	6.1	195	50	£100095
3.0 D350 at AWD Autobiography	38.1	5.5	194	50	£104275

Range Rover - 5052x2047mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.4TT V8 P530 at AWD Autobiog	24.3	4.4	264	50	£145145
4.4TT V8 P615 auto AWD SV	24.1	4.3	266	50	£174345
3.0TT P460e auto AWD SE	375.7	5.5	17	50	£115915
3.0TT P460e auto AWD HSE	369.6	5.5	17	50	£121635
3.0TT P460e auto AWD Autobiog	360.1	5.5	18	50	£134795

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT P550e auto AWD Autobiog	356.9	4.8	18	50	£138665
3.0TT P550e auto AWD SV	343.1	4.8	19	50	£161865
3.0 D300 auto AWD SE	38.2	6.3	194	50	£105675
3.0 D300 auto AWD HSE	37.8	6.3	196	50	£111755
3.0 D300 at AWD Autobiography	37.5	6.3	198	50	£125355
3.0 D350 auto AWD SE	38.3	5.7	194	50	£108775
3.0 D350 auto AWD HSE	37.9	5.7	196	50	£114855
3.0 D350 at AWD Autobiography	37.6	5.7	197	50	£128455

Range Rover LWB - 5252x2047mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.4TT V8 P530 at AWD Autob 7st	24.0	4.4	266	50	£147145
4.4TT V8 P615 auto AWD SV	24.1	4.4	266	50	£194175
3.0TT P460e at AWD Autobiog	346.2	5.6	19	50	£137545
3.0TT P460e auto AWD SV	336.2	5.6	19	50	£178290
3.0 D350 auto AWD HSE 7st	36.8	6.0	201	50	£120055
3.0 D350 auto AWD Autobiog 7st	36.7	6.0	202	50	£130455

Four seats: add £600 to P530/D350 Autobiography

LEAPMOTOR

Dealers: 8 **Warranty:** 3 years

T03 - 3620x1652mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
37kWh (95) auto T03	165	12.7	0	N/A	£15995

C10 - 4739x1900mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
70kWh (218) auto C10	261	7.5	0	N/A	£36500

LEXUS

Dealers: 51 **Warranty:** 3 yrs/60000 mls

ES - 4975x1865mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 Hybrid (218) at 300h Premium	53.2	8.9	120	35	£43945
2.5 Hybrid (218) auto 300h Takumi	53.2	8.9	121	36	£57495

Premium Plus: add £5150 to Premium

LM - 5130x1890mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 Hybrid (250) auto 350h	42.1	9.1	152	29	£89995
2.5 Hybrid (250) auto AWD 350h	39.2	9.1	163	29	£92995
2.5 Hyb (250) at AWD 350h Takumi	39.2	9.1	163	29	£112995

LBX - 4190x1825mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 Hybrid (136) auto Urban	65.7	9.6	105	23	£29995
1.5 Hybrid (136) auto Premium	65.7	9.6	105	23	£32845
1.5 Hybrid (136) at Premium Plus	65.7	9.6	105	24	£34845
1.5 Hybrid (136) auto Takumi	65.7	9.6	105	25	£38525
1.5 Hybrid (136) at Takumi AWD	62.8	9.6	115	24	£40525

Design: add £1100 to Premium Plus, add £1000 to Takumi

UX - 4495x1840mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 Hyb (199) auto 300h Urban	56.4	8.1	113	24	£35245
2.0 Hyb (199) auto 300h Premium	56.4	8.1	113	24	£37245
2.0 Hyb (199) at 300h Premium Plus	54.3	8.1	117	26	£42945
2.0 Hyb (199) auto 300h F Sport	54.3	8.1	118	26	£44745
2.0 Hyb (199) auto 300h Takumi	54.3	8.1	118	30	£48845
2.0 Hyb (199) at E4 300h Premium+	50.4	7.9	126	27	£44945
2.0 Hyb (199) auto E4 300h F Sport	50.4	7.9	127	27	£46745
2.0 Hyb (199) auto E4 300h Takumi	50.4	7.9	127	31	£50845
72.8kWh (204) auto 300e Urban	279	7.5	0	38	£40065
72.8kWh (204) auto 300e Prem	279	7.5	0	38	£42145
72.8kWh (204) at 300e Prem Plus	279	7.5	0	38	£44145
72.8kWh (204) auto 300e Takumi	279	7.5	0	38	£51145

F Sport Design: add £2600 to Urban
F Sport Takumi: add £5300 to F Sport

NX - 4660x1865mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 Hyb (243) auto 350h Urban	49.5	8.7	129	35	£44845
2.5 Hyb (243) auto 350h Premium	49.5	8.7	129	35	£46645
2.5 Hyb (243) auto 350h Takumi	49.5	8.7	129	32	£58895
2.5 Hyb (243) auto 350h Urban AWD	47.0	7.7	135	36	£45845
2.5 Hyb (243) at 350h Prem AWD	47.0	7.7	136	36	£47645
2.5 Hyb (243) at 350h F Sport AWD	44.8	7.7	143	35	£55395
2.5 Hyb (243) at 350h Takumi AWD	44.1	7.7	145	40	£59895
2.5 PHEV (309) at 450h+ Prem AWD	313.9	6.3	22	40	£50245
2.5 PHEV (309) at 450h+ F Spt AWD	256.8	6.3	25	40	£57895
2.5 PHEV (309) at 450h+ T'mi AWD	256.8	6.3	26	43	£59895

Premium Plus: add £6250 to Premium Hybrid, add £5970 to PHEV
F Sport Takumi: add £7450 to F Sport AWD, add £2750 to F Sport PHEV

RZ - 4805x1895mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
71.4kWh (204) auto 300e Urban	297	8.0	0	38	£50145
71.4kWh (204) auto 300e Premium	295	8.0	0	38	£52445
71.4kWh (204) auto 300e Takumi	267	8.0	0	40	£60145
71.4kWh (313) auto 450e Premium	271	5.6	0	44	£58045
71.4kWh (313) auto 450e Takumi	252	5.6	0	45	£65745

Premium Plus: add £2300 to Premium

RX - 4890x1920mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 Hybrid (250) at 350h Premium	44.8	7.9	150	42	£63345
2.5 Hybrid (250) auto 350h F Sport	44.8	7.9	150	42	£70345
2.5 Hybrid (250) auto 350h Takumi	44.8	7.9	145	43	£77845
2.4T Hyb (371) auto 500h F Sport	35.3	6.2	182	46	£80695
2.5 PHEV (309) at 450h+ Premium	256.8	6.5	25	44	£65045
2.5 PHEV (309) auto 450h+ F Sport	256.8	6.5	25	44	£71045
2.5 PHEV (309) auto 450h+ Takumi	256.8	6.5	25	45	£77295

Premium Plus: add £6000 to 350h Premium, add £5500 to 450h+ Premium

LOTUS

Dealers: 18 **Warranty:** 3 yrs/36000 mls

Emeya - 5139x2005mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
102kWh (611) auto Emeya	360	4.2	0	N/A	£96200
102kWh (611) auto Emeya S	344	4.2	0	N/A	£108700
102kWh (917) auto Emeya R	298	2.8	0	N/A	£131200

Eletre - 5103x2135mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
112kWh (611) auto Eletre	373	4.5	0	50	£90750
112kWh (611) auto Eletre S	373	4.5	0	50	£105750
112kWh (917) auto Eletre R	304	3.0	0	50	£120000

Emira - 4413x1895mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (360) auto First Edition	30.7	4.3	208	N/A	£82595
3.5 V6 S/C (400) First Edition	25.0	4.2	258	N/A	£87095
3.5 V6 S/C (400) auto First Edition	25.0	4.6	258	N/A	£88895

McLAREN

Dealers: 8 **Warranty:** 3 years

Artura - 4539x1976mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6TT hybrid (700) auto Coupe	58.9	3.0	108	50	£202660
3.0 V6TT hybrid (700) auto Spider	58.9	3.0	108	50	£222760

750S - 4569x2161mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT auto 750S	23.2	2.8	276	50	£252260
4.0 V8TT auto 750S Spider	23.2	2.8	276	50	£277260

GTS - 4683x2045mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (635) auto GT	26.2	3.2	270	50	£179260

MASERATI

Dealers: 9 **Warranty:** 3 yrs/unlimited mls

Grecale - 4847x1979mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (300) auto GT	32.1	5.6	199	N/A	£64055
2.0T (330) auto Modena	31.4	5.3	203	N/A	£71310
3.0 V6TT (530) auto Trofeo	25.2	3.8	254	N/A	£102775
105kWh (550) auto Folgore	310	4.1	0	N/A	£99000

GranTurismo - 4966x1957mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6TT (490) auto Modena	27.8	3.9	230	N/A	£133120
3.0 V6TT (550) auto Trofeo	27.8	3.5	230	N/A	£163590
3.0 V6TT (761) auto Folgore	280	2.7	0	N/A	£179950

GranCabrio: add £5995 to Trofeo, add £5660 to Folgore

MC20 - 4669x1965mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6TT (630) auto MC20 Coupe	24.4	2.9	262	N/A	£204465
3.0 V6TT (630) auto MC20 Cielo	24.1	3.0	265	N/A	£229465

MAXUS

Dealers: 57 **Warranty:** 5 yrs/100000 mls

Mifa 7 - 4907x1885mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77kWh (241) auto Elite	255	N/A	0	N/A	£48774
77kWh (241) auto Luxury	255	N/A	0	N/A	£50580
90kWh (241) auto Premium	298	N/A	0	N/A	£54780

Mifa 9 - 5270x2000mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
90kWh (241) auto Elite	269	9.9	0	N/A	£65086
90kWh (241) auto Luxury	269	9.9	0	N/A	£70613
90kWh (241) auto Premium	269	9.9	0	N/A	£77482

T90 EV - 5365x1900mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
89kWh (177) auto Elite 2WD	205	N/A	0	N/A	£60720

MAZDA

Dealers: 154 **Warranty:** 3 yrs/60000 mls

2 Hybrid - 3940x1745mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 VVT-i Hyb (116) at Centre-Line	74.3	9.7	87	14	£24280
1.5 VVT-i Hyb (116) at Exclu-Line	74.3	9.7	92	14	£25575
1.5 VVT-i Hyb (116) at Homura	74.3	9.7	97	14	£27475
1.5 VVT-i Hyb (116) at Homura+	74.3	9.7	98	15	£29425

3 - 4460x1795mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 Skyactiv-G (140) Prime-Line	47.1	9.5	133	18	£24730
2.5 Skyactiv-G (140) Centre-Line	47.1	9.5	133	18	£25830
2.5 Skyactiv-G (140) Exclusive-Li	47.1	9.5	135	19	£27530
2.5 Skyactiv-G (140) auto Homura	44.8	9.5	141	17	£27875
2.5 Skyactiv-G (140) at Exclusiv-Li	44.8	9.5	141	18	£29075
2.0 e-Skyactiv-X (186) Centre-Line	53.3	8.1	123	22	£27675
2.0 e-Skyactiv-X (186) Exclusive-Li	53.3	8.1	126	23	£29975
2.0 e-Skyactiv-X (186) at Exclus-Li	47.1	8.5	138	22	£31575

Saloon: same price (Skyactiv X Exclusive-Line only) **Homura:** add £500 to Centre-Line **Takumi:** add £1200 to Exclusive-Line

CX-30 - 4395x1795mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 e-Skyactiv G (140) Prime-Line	47.1	9.7	135	16	£26135
2.5 e-Skyactiv G (140) Centre-Line	47.1	9.7	135	16	£27735
2.5 e-Skyactiv G (140) Exclusive-Li	47.1	9.7	136	17	£29435
2.5 e-Skyactiv G (140) at Centre-Li	42.8	10.3	147	15	£29235
2.5 e-Skyactiv G (140) at Exclu-Li	42.8	10.3	147	16	£30935
2.0 e-Skyactiv X (186) Centre-Line	49.6	8.3	129	20	£29535
2.0 e-Skyactiv X (186) Exclusive-Li	49.6	8.3	128	20	£31835
2.0 e-Skyactiv X (186) Takumi AWD	46.3	8.8	139	21	£36535
2.0 e-Skyactiv X (186) at Centre-Li	46.3	8.6	139	19	£31135
2.0 e-Skyactiv X (186) at Exclu-Li	46.3	8.6	140	19	£33435
2.0 e-Skyac-X (186) at Takumi AWD	42.8	9.0	148	21	£38035

Homura: add £1100 to Centre-Line
Takumi: add £2400 to Exclusive-Line

MX-30 - 4395x1795mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
830cc e-S'activ R-EV (170) at Prime	282.5	9.1	21	22	£31605
830cc e-S'activ R-EV (170) at Excl	282.5	9.1	21	22	£33605
830cc e-S'act R-EV (170) at M'koto	282.5	9.1	21	23	£36205

CX-5 - 4575x1845mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 e-Skyactiv-G (165) Centre-Line	43.5	10.7	146	17	£31330
2.0 e-Skyactiv-G (165) Exclusive-Li	43.5	10.7	146	18	£34430
2.0 e-Skyactiv-G (165) Takumi	43.5	10.7	146	19	£36830
2.0 e-Skyactiv-G (165) at Centre-Li	40.9	10.2	155	17	£33750
2.0 e-Skyactiv-G (165) auto Excl-Li	40.9	10.2	156	18	£36850
2.0 e-Skyactiv-G (165) at Takumi	40.9	10.2	156	19	£39250
2.5 e-S'activ-G (194) at Tk'mi AWD	37.2	9.5	171	21	£42280
2.2 Skyactiv-D (184) Exclusive-Li	50.4	9.2	147	26	£36630
2.2 Skyactiv-D (184) auto Excl-Li	43.6	9.3	160	25	£39050
2.2 S'activ-D (184) Takumi AWD	44.8	9.3	165	26	£41450
2.2 S'activ-D (184) at Takumi AWD	42.8	9.6	173	27	£43880

Newground: add £1000 to Skyactiv-G 165 Centre-Line
Homura: add £2000 to Skyactiv-G 165 Exclusive-Line

CX-60 - 4745x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 e-S'activ PHEV (327) at Excl-Li	201.8	5.8	32	38	£46640
2.5 e-S'activ PHV (327) at Homura	201.8	5.8	32	39	£49790
2.5 e-S'activ PHEV (327) at Takumi	201.8	5.8	32	39	£50740
3.3 e-S'activ D (200) at Exclusive-Li	55.4	8.4	132	33	£46700
3.3 e-S'activ D (254) at Exc-Li AWD	51.4	7.4	139	38	£49350
3.3 e-S'activ D (254) at H'ura AWD	51.4	7.4	140	38	£52500
3.3 e-S'activ D (254) at Tk'mi AWD	51.4	7.4	142	39	£53450

Plus: add £2800 to PHEV, add £2600 to diesel (not Exclusive-Line)

CX-80 - 4995x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 e-S'activ PHEV (327) at Excl-Li	176.6	6.8	35	37	£49780
2.5 e-S'activ PHV (327) at Homura	176.6	6.8	35	38	£52930
2.5 e-S'activ PHEV (327) at Takumi	176.6	6.8	36	38	£53880
3.3 e-S'activ D (254) at Exc-Li AWD	49.6	8.4	148	37	£52475
3.3 e-S'activ D (254) at H'ura AWD	49.6	8.4	149	38	£55625
3.3 e-S'activ D (254) at Tk'mi AWD	49.6	8.4	149	38	£56575

Plus: add £2650 to PHEV, add £3270 to diesel (not Exclusive-Line)

MX-5 - 3915x1735mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 Skyactiv-G (132) Prime-Line	44.8	8.3	140	27	£28285
1.5 Skyactiv-G (132) Exclusive-Li	44.8	8.3	140	27	£30285
2.0 Skyactiv-G (184) Exclusive-Li	40.9	6.5	153	33	£33115
2.0 Skyactiv-G (184) Homura	40.9	6.5	153	33	£35515

MX-5 RF: add £1900

MERCEDES

Dealers: 147 **Warranty:** 3 yrs/unlimited mls

A-Class - 4428x1796mm
Euro NCAP: ★★★★★ **Driver Power:** 11th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.3T (136) at A 180 Sport Edition	47.1	9.2	131	20	£31300
1.3T (136) auto A 180 Sport Exec	47.1	9.2	131	20	£32685
1.3T (163) auto A 200 Sport Exec	47.1	8.2	135	23	£34235
1.3T (218) at A 250 e AMG Li Exec	313.9	7.4	17	23	£41165
2.0T (306) at AMG A 35 4MT Tour	33.2	4.7	193	36	£47960
2.0T (421) at AMG A 45 S 4MATIC+	30.7	3.9	208	41	£65395
2.0 (150) auto A 200 d Sport Exec	57.7	8.3	130	23	£35235

AMG Line Executive: add £2225 to Sport Executive **A 35 Premium:** add £2020 to A 35 Touring Edition

B-Class - 4419x1796mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.3T (163) auto B 200 Sport Exec	46.3	8.4	136	25	£35965
2.0 (150) auto B 200 d Sport Exec	55.4	8.5	135	25	£37065

AMG Line Executive: add £2300 to Sport Executive

CLA-Class - 4731x1855mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
85kWh (272) at 250+ Sport Edition	484	6.7	0	N/A	£45615
85kWh (272) at 250+ AMG Line Ed	482	6.7	0	N/A	£49375
85kWh (272) at 250+ AMG Line Prem	462	6.7	0	N/A	£51770

C-Class - 4793-4842x1820-1900mm
Euro NCAP: ★★★★★ **Driver Power:** 5th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (204) auto C 200 AMG Line	43.5	7.3	142	38	£46175
2.0T (258) at C 300 AMG Line Prem	40.9	6.0	153	40	£53495
2.0T (313) auto C 300 e AMG Line	565.0	6.1	12	45	£51970
2.0T (408) auto AMG C 43 4MATIC	30.7	4.3	209	44	£69960
2.0T (476) at AMG C 63 S e 4MT+	31.4	3.4	205	50	£100935
2.0 (200) auto C 220 d AMG Line	60.1	7.5	119	39	£47575
2.0 (265) at C 300 d AMG Li Prem	53.3	5.7	136	41	£54925

C-Class Estate - 4793-4842x1820-1900mm
Euro NCAP: ★★★★★ **Driver Power:** 5th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (204) auto C 200 AMG Line	44.1	7.5	147	38	£47925
2.0T (258) at C 300 AMG Line Prem	40.9	6.0	157	40	£55245
2.0T (313) auto C 300 e AMG Line	565.0	6.3	13	45	£57220
2.0T (408) auto AMG C 43 4MATIC	30.4	4.4	209	44	£71710
2.0T (476) at AMG C 63 S e 4MAT+	31.4	3.4	205	50	£102685
2.0 (200) auto C 220 d AMG Line	62.8	7.6	123	39	£49235
2.0 (265) at C 300 d AMG Li Prem	53.3	5.8	139	41	£56675

E-Class - 4949-4959x1880mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (204) auto E 200 AMG Line	43.5	7.5	148	42	£56650
2.0T (313) at E 300 e Urban Edition	470.8	6.4	13	50	£65720
2.0T (313) at E 300 e AMG Line P	470.8	6.4	13	50	£70845
3.0T (449) at E 53 Hyb 4MATIC+	313.9	3.8	21	50	£92120
2.0 (197) auto E 220 d AMG Line	58.9	7.6	125	42	£58300
2.0 (197) auto E 300 de Urban Ed	706.3	6.4	11	49	£67720
2.0 (197) at E 300 de AMG Line Pr	706.3	6.4	11	50	£72845
3.0 (367) at E 450 d AMG Li Pr 4MT	47.1	4.8	158	50	£81095

E-Class Estate - 4949-4959x1880mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (204) auto E 200 AMG Line	41.5	7.8	155	42	£59720
2.0T (313) at E 300 e Urban Edition	470.8	6.5	14	50	£67970
2.0T (313) at E 300 e AMG Line P	470.8	6.5	14	50	£73095
3.0T (449) at E 53 Hyb 4MATIC+	282.5	3.9	23	50	£94370
2.0 (197) auto E 220 d AMG Line	56.5	7.9	131	42	£60650
2.0 (197) auto E 300 de Urban Ed	565.0	6.6	12	49	£69970
2.0 (197) at E 300 de AMG Line Pr	565.0	6.6	13	50	£75095
3.0 (367) at E 450 d AMG Li Pr 4MT	44.8	5.0	164	50	£83345

EQE - 4946x1906mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
96kWh (292) at EQE 350+ Sport Ed	429	6.5	0	50	£69365
91kWh (292) at EQE 350+ AMG Li Ed	429	6.5	0	50	£74615
91kWh (408) at EQE 500 AMG Li Ed	385	4.7	0	50	£82615
91kWh (625) at AMG EQE 53 4MT	306	3.5	0	50	£105995

S-Class - 5320x1954mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 (299) at S 450 e L 4MT AMG Line	403.6	5.9	17	50	£111665
3.0 (449) at S 500 L 4MT AMG Line	32.8	4.7	195	50	£112895
3.0 (517) at S 580 e L AMG Line	353.1	4.9	19	50	£119370
3.0 (517) at S 580 e Maybach	313.9	5.1	21	50	£174770
4.0 V8 (503) at S 580 4MT Maybach	26.4	4.8	242	50	£181490
4.0 V8TT (802) auto AMG S 63 E Perf	35.8	3.3	179	50	£193525
6.0 V12 (612) at S 680 4MT M'bach 1st	20.9	4.5	321	50	£226595
3.0 (313) auto S 350 d L AMG Line	44.8	5.6	166	50	£100390
3.0 (367) at S 450 d L 4MT AMG Li	43.5	5.0	171	50	£105785

EQS - 5216x1926mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
96kWh (292) auto 350 AMG Line	409	6.7	0	50	£99845
118kWh (360) at 450+ AMG Line	481	6.2	0	50	£112620
118kWh (360) at 450 4MAT AMG Li	467	5.7	0	50	£115920

Business Class: add £7000 to AMG Line

V-Class - 4895-5370x1928mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 (163) auto V 220 d Premium L	37.2	11.1	192	37	£76320
2.0 (237) auto V 300 d Premium L	36.2	7.9	196	43	£81600
2.0 (237) auto V 300 d Exclusive L	36.2	7.9	200	43	£91960
2.0 (163) auto V 220 d Premium XL	37.2	11.2	194	37	£77330
2.0 (237) auto V 300 d Premium XL	36.2	7.9	198	43	£82610
2.0 (237) at V 300 d Exclusive XL	36.2	7.9	199	43	£88770
2.0 (237) auto V 300 d M.P Prem L	34.9	8.6	207	44	£88455

EQV - 5370x1928mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
90kWh (204) at EQV 300 Exec Long	222	12.1	0	44	£92255

GLA-Class - 4412-4436x1834-1849mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.3T (136) at 180 Sport Edition	42.8	10.0	148	29	£35880
1.3T (163) at 200 Sport Executive	43.5	8.9	148	29	£38065
2.0T (218) auto 250 e AMG Li Exec	256.8	7.9	24	40	£45630
2.0T (306) auto AMG 35 4MATIC	32.1	5.2	201	41	£55570
2.0T (421) at AMG 45 S 4MATIC+	28.5	4.3	225	41	£73330
2.0 (150) at 200 d Sport Executive	51.4	8.8	142	31	£39115
2.0 (190) at 220 d 4MT AMG Li Ex	48.7	7.5	151	36	£46990

AMG Line Executive: add £3480 to Sport Executive

EQA - 4463x1834mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
67kWh (190) auto 250+ Sport Exec	346	8.6	0	44	£49760
67kWh (190) auto 250+ Urban Ed	346	8.6	0	44	£52020
67kWh (228) auto 300 4MT AMG Li	280	7.7	0	46	£53020

GLB-Class - 4634x1834mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.3T (163) at 200 Sport Executive	41.5	9.3	155	28	£40190
2.0 (150) at 200 d Sport Executive	50.4	9.2	148	29	£40420
2.0 (190) at 220 d 4MT AMG Li Ex	47.1	7.8	158	35	£48110

AMG Line Executive: add £3480 to Sport Executive

EQB - 4634x1834mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
71kWh (190) auto 250+ Sport Exec	321	8.9	0	N/A	£52810
71kWh (190) auto 250+ Urban Ed	321	8.9	0	N/A	£55070
67kWh (228) auto 300 4MT AMG Li	271	8.0	0	29	£55320

GLC-Class - 4721-4749x1920mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (280) at 300 4MAT AMG Line	38.2	6.2	167	42	£56495
2.0 Hyb (340) at 300 e 4MT Urban	470.8	6.7	13	47	£59970
2.0 Hyb (340) at 300 e 4MT AMG L	470.8	6.7	13	47	£64470
2.0T (443) at AMG GLC 43 4MATIC	27.2	4.5	236	45	£76715
2.0T (680) at AMG GLC 63 S e 4MT+	29.1	3.5	221	50	£125185
2.0 (219) at 220 d 4MAT AMG Line	53.3	8.0	140	40	£54450
2.0 (291) at 300 d 4MT AMG L Prm	48.7	6.3	151	44	£63895
2.0 Hyb (333) 300 de 4MT Urban	565.0	6.4	12	49	£62220
2.0 Hyb (333) 300 de 4MT AMG Li	565.0	6.4	12	49	£66720

GLC-Coupe - 4769-4792x1920mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (280) at 300 4MAT AMG Line	38.7	6.3	167	43	£62220
2.0 Hyb (340) at 300 e 4MT Urban	470.8	6.7	13	43	£65970
2.0 Hyb (340) at 300 e 4MT AMG L	470.8	6.7	13	43	£70470
2.0T (443) at AMG GLC 43 4MATIC	27.4	4.5	231	45	£78715
2.0T (680) at AMG GLC 63 S e 4MT+	29.1	3.5	221	50	£127185
2.0 (219) at 220 d 4MAT AMG Line	54.3	8.1	138	41	£60175
2.0 (291) at 300 d 4MT AMG L Prm	49.6	6.4	149	44	£68800

GLE-Class - 4926-4934x2015mm
Euro NCAP: ★★★★★ **Driver Power:** 1st

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 Hyb (375) at 400 e 4M Urban	94.2	6.1	69	47	£80490
3.0 Hyb (619) auto AMG 53 4MATIC+	67.3	4.7	95	50	£94835
3.0T (435) auto AMG 53 4MATIC+	26.7	5.0	241	50	£96665
4.0 V8TT (612) at AMG 63 S 4MT+	22.4	3.9	287	50	£139350
2.0 (289) at 300 d 4MAT Urban Ed	41.5	6.9	179	44	£78050
3.0 (389) at 450 d 4MAT Urban Ed	37.7	5.6	196	48	£82160
3.0 (329) at 350 de 4MAT Urban Ed	128.4	6.9	58	48	£78490

Seven seats: standard on GLE 300 d, GLE 450 d, AMG 53 non hybrid
AMG Line: add £5000 to Urban Ed

GLE-Coupe - 4941x2018mm
Euro NCAP: ★★★★★ **Driver Power:** 1st

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 Hyb (388) at 400 e 4M Urban Ed	97.4	6.1	65	49	£83490
3.0 Hyb (619) auto AMG 53 4MATIC+	72.4	4.7	88	50	£103880
3.0T (435) auto AMG 53 4MATIC+	27.4	5.0	235	50	£105790
4.0 V8TT (612) at AMG 63 S 4MT	22.6	3.9	284	50	£148350
3.0 (389) at 450 d 4MT Urban Ed	37.7	5.6	194	49	£85160
3.0 (389) at 350 de 4MT Urban Ed	134.5	6.9	55	49	£81490

AMG Line: add £5000 to Urban Edition

EQE SUV - 4863x1940mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
96kWh (292) at 350+ AMG Line Ed	378	6.9	0	50	£75505
91kWh (292) at 350 4MAT AMG Li Ed	342	6.6	0	50	£80005
96kWh (408) at 500 AMG Line Ed	365	5.0	0	50	£90570
91kWh (617) auto AMG 53 4MAT+	280	3.7	0	50	£115130

GLS-Class - 5209-5233x1956-2030mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (381) at 450 4MAT AMG Line	26.7	6.1	241	47	£114180
4.0 V8TT (579) at 600 Maybach	20.5	4.9	313	50	£182950
4.0 V8TT (579) at 600 May 1st Class	20.5	4.9	315	50	£187250
4.0 V8TT (634) at AMG 63 4MAT+	21.1	4.2	303	50	£158400
3.0 (367) at 450 d 4MAT AMG Line	33.6	6.1	222	50	£110800

Business Class: add £10000 to AMG Line

EQS SUV - 5125x1957mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
118kWh (360) at 450 4MAT AMG Li	400	6.2	0	50	£129480
118kWh (544) at 580 4MAT AMG Li	400	4.8	0	50	£139480
118kWh (658) at 680 4MAT Maybach	374	4.4	0	50	£200870

Business Class: add £14325 to AMG Line

G-Class - 4873x1984mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (469) auto 500 AMG Line	25.0	5.4	257	50	£150875
4.0 V8TT (605) auto AMG G 63	19.1	4.4	338	50	£189375
3.0 (387) auto G 450 d AMG Line	31.4	5.8	235	50	£141065
116kWh (587) at G 580 EQ AMG Line	280	4.7	0	50	£154870

Carbon Edition: add £10000 to AMG G 63 **Manufaktur Edition:** add £16500 to AMG G 63 **Magno Edition:** add £19000 to AMG G 63

CLE-Class Coupe - 4850-4853x1861-1936mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (204) auto CLE 200 AMG Line	42.8	7.4	148	35	£47675
2.0T (258) at CLE 300 4MT AMG Li P	40.4	6.2	158	40	£57370
2.0T (313) at CLE 300 e AMG Li P	470.8	6.3	13	45	£61620
3.0T (381) at CLE 450 4MT AMG Li P	36.7	4.4	175	43	£68325
3.0T (471) at AMG CLE 53 4MATIC+	30.4	4.2	212	44	£75660
2.0 (197) auto CLE 220 d AMG Line	60.1	7.5	123	36	£50075

CLE-Class Cabriolet - 4850-4853x1861-1936mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (204) auto CLE 200 AMG Line	42.2	7.9	153	40	£54495
2.0T (258) at CLE 300 4MT AMG Li P	39.2	6.6	167	44	£61370
3.0T (381) at CLE 450 4MT AMG Li P	35.3	4.7	180	46	£72325
3.0T (449) at AMG CLE 53 4MATIC+	29.4	4.4	218	47	£79660
2.0 (197) auto CLE 220 d AMG Line	57.7	7.9	129	41	£56075

AMG SL - 4700x1915mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (434) auto SL 43 Premium	31.4	4.7	206	50	£109910
2.0T (434) at SL 43 Premium Plus	31.4	4.7	215	50	£118910
4.0 V8TT (476) at SL 55 4MT Prem+	21.7	3.9	305	50	£152900
4.0 V8TT (585) at SL 63 4MT Prem+	21.7	3.6	305	50	£177150
4.0 V8TT (816) at SL 63 4MT S E Prf	28.3	2.9	228	50	£196740

AMG GT - 4728x1984mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (421) auto GT 43 Premium	27.4	4.6	235	50	£105435
4.0 V8TT (476) at GT 55 4MT Prem	20.2	3.9	319	50	£142200
4.0 V8TT (585) at GT 63 4MT Prem	20.2	3.2	319	50	£163500
4.0 V8TT (612) at GT 63 4MT Pro	20.2	3.2	319	50	£179350
4.0 V8TT (816) at GT 63 4MT S E Perf	26.7	2.8	241	50	£186290

MG

Dealers: 71 **Warranty:** 7 yrs/80000 mls

MG3 - 4113x1797mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 Hybrid+ (194) auto SE	64.2	8.0	100	23	£19245
1.5 Hybrid+ (194) auto Trophy	64.2	8.0	100	24	£21245

MG4 - 4287x1836mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
51kWh (170) auto SE	218	7.7	0	27	£27245
64kWh (203) auto SE Long Range	281	7.9	0	28	£29745
64kWh (203) at Trophy Long Range	270	7.9	0	29	£32745
77kWh (245) auto Extended Range	323	6.5	0	33	£36745
64kWh (435) auto XPower	239	3.7	0	40	£36745

IM5 - 4931x1960mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
75kWh (295) auto Standard	304	6.8	0	46	£39450
100kWh (407) auto Long	441	4.9	0	50	£44995
100kWh (751) auto Performance	357	3.2	0	50	£48495

ZS - 4430x1818mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 Hybrid+ (196) auto SE	55.4	8.7	115	22	£21995
1.5 Hybrid+ (196) auto Trophy	55.4	8.7	115	22	£24495

MGS5 EV - 4476x1849mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
49kWh (170) auto SE	211	8.0	0	29	£28495
64kWh (231) auto SE Long Range	298	6.3	0	34	£30995
64kWh (231) at Trophy Long Range	288	6.3	0	34	£33495

HS - 4670x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 T-GDi (162) SE	38.2	9.4	168	24	£24995
1.5 T-GDi (162) auto SE	37.2	9.6	173	25	£26495
1.5 T-GDi (371) auto SE Plug-In	672.6	6.8	12	27	£31495

Trophy: add £2500 to SE

IM6 - 4931x1960mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
100kWh (407) auto Long	388	5.4	0	48	£47995
100kWh (751) auto Performance	313	3.5	0	50	£50995
100kWh (751) auto Launch Edition	313	3.5	0	50	£52995

Cyberster - 4535x1913mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77kWh (340) auto Trophy	316	5.0	0	47	£54995
77kWh (503) auto GT	276	3.2	0	50	£59995

MINI

Dealers: 148 **Warranty:** 3 yrs/unlimited mls

Cooper - 3858x1744mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (156) auto C Classic	47.9	7.7	133	21	£25265
1.5T (156) auto C Exclusive	47.9	7.7	134	22	£27465
2.0T (204) auto S Classic	45.6	6.6	140	25	£28265
2.0T (204) auto S Exclusive	45.6	6.6	140	25	£30465
2.0T (231) auto John Cooper Works	43.5	6.1	147	27	£33815
41kWh (184) auto E Classic	190	7.3	0	20	£26905
41kWh (184) auto E Exclusive	190	7.3	0	20	£29105
54kWh (218) auto SE Classic	250	6.7	0	26	£29905
54kWh (218) auto SE Exclusive	250	6.7	0	26	£32105
54kWh (258) at John Cooper Works	250	5.9	0	26	£35455

Sport: add £1300 to Exclusive

Cooper 5-Door - 4036x1744mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (156) auto C Classic	47.1	8.0	136	21	£26265
1.5T (156) auto C Exclusive	46.3	8.0	137	22	£28465
2.0T (204) auto S Classic	44.8	6.8	142	24	£29265
2.0T (204) auto S Exclusive	44.8	6.8	142	25	£31465

Sport: add £1300 to Exclusive

Cooper Convertible - 3879x1744mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (163) auto C Classic	43.5	8.2	147	23	£28715
2.0T (163) auto C Exclusive	43.5	8.2	148	23	£30915
2.0T (204) auto S Classic	42.8	6.9	149	27	£31715
2.0T (204) auto S Exclusive	42.8	6.9	149	27	£33915
2.0T (231) auto John Cooper Works	40.9	6.4	156	29	£37535

Sport: add £1300 to Exclusive

Aceman - 4079x1754mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
38.5kWh (184) auto E Classic	192	7.9	0	20	£28905
38.5kWh (184) auto E Exclusive	190	7.9	0	20	£31105
49.2kWh (218) auto SE Classic	251	7.1	0	23	£31905
49.2kWh (218) auto SE Exclusive	249	7.1	0	24	£34105
49.2kWh (258) at J Cooper Works	242	6.4	0	24	£36905

Sport: add £1300 to Exclusive

Countryman - 4444x1843mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (170) auto C Classic	47.9	8.3	133	20	£29100
1.5T (170) auto C Exclusive	47.9	8.3	134	21	£31600
2.0T (218) auto S Classic ALL4	42.8	7.1	148	25	£35100
2.0T (218) auto S Exclusive ALL4	42.2	7.1	151	25	£38420
2.0T (300) at J Cooper Works ALL4	36.2	5.4	177	30	£42750
64.6kWh (204) auto E Classic	286	8.6	0	23	£33005
64.6kWh (204) auto E Exclusive	281	8.6	0	24	£35505
64.6kWh (313) auto SE Classic ALL4	266	5.6	0	31	£39005
64.6kWh (313) at SE Exclusive ALL4	262	5.6	0	31	£41505

Sport: add £1200 to Exclusive

MORGAN

Dealers: 18 **Warranty:** TBC

Super 3 - 3581-1840mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 (118) Super 3	40.0	7.0	130	N/A	£43165

Roadster - 3700-3890x1680-1756mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0TT (255) Plus 4	39.0	5.2	165	N/A	£62995
2.0TT (255) auto Plus 4	40.0	4.8	159	N/A	£64995
3.0TT (335) auto Plus 6	34.0	4.2	180	N/A	£81995

NISSAN

Dealers: 221 **Warranty:** 3 yrs/60000 mls

Micra - 3974x1830mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
40kWh (122) auto Engage	198	8.0	0	19	£22995
40kWh (122) auto Advance	198	8.0	0	19	£24995
52kWh (150) auto Advance	260	9.0	0	22	£26995
52kWh (150) auto Evolve	260	9.0	0	22	£29865

Juke - 4210x1800mm
Euro NCAP: ★★★★★ **Driver Power:** 27th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 DIG-T (114) Acenta Premium	48.7	10.7	133	13	£24045
1.0 DIG-T (114) N-Connecta	48.7	10.7	133	14	£26045
1.0 DIG-T (114) at Acenta Premium	47.1	11.8	137	12	£25545
1.0 DIG-T (114) auto N-Connecta	47.1	11.8	137	14	£27545
1.6 Hybrid (143) auto N-Connecta	58.4	10.1	110	14	£29575

Tekna: add £1500 to N-Connecta
Tekna+: add £1400 to Tekna
N-Sport: same price as Tekna+

Qashqai - 4394x1806mm
Euro NCAP: ★★★★★ **Driver Power:** 28th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.3 DiG-T (140) Acenta Premium	44.8	10.2	142	12	£30615
1.3 DiG-T (140) Tekna	44.1	10.2	145	13	£35005
1.3 DiG-T (158) Acenta Premium	44.8	9.5	142	17	£31335
1.3 DiG-T (158) Tekna	44.1	9.5	145	18	£35725
1.3 DiG-T (158) at Acenta Premium	45.6	9.2	141	15	£32935
1.3 DiG-T (158) auto Tekna	44.1	9.2	144	16	£37625
1.3 DiG-T (158) at N-Connecta AWD	40.9	9.9	155	15	£36410
1.3 DiG-T (158) auto Tekna AWD	40.4	9.9	157	16	£39820
1.5 e-Power (190) at Acenta Prem	54.3	7.9	117	24	£34860
1.5 e-Power (190) auto Tekna	53.3	7.9	119	26	£39730

N-Connecta: add £2170 to Acenta Premium **N-Design:** add £4170 to Acenta Premium **Tekna+:** add £2790 to Tekna (not DiG-T 140)

X-Trail - 4680x1840mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 VC-T (163) at Acenta Premium	39.8	9.6	157	22	£36225
1.5 VC-T (163) auto Tekna	38.7	9.6	161	23	£42290
1.5 e-Power (204) at Acenta Prem	48.7	8.0	129	24	£37770
1.5 e-Power (204) auto N Trek	48.7	8.0	130	26	£43780
1.5 e-Power (204) auto Tekna	47.1	8.0	133	26	£43935
1.5 e-P (213) at Acenta Prem AWD	44.8	7.0	141	28	£40070
1.5 e-Power (213) at N TrekAWD	44.8	7.0	141	30	£45980
1.5 e-Power (213) at Tekna AWD	43.5	7.0	144	30	£46135

Seven seats: add £1000 (not e-Power 204) **N-Connecta:** add £2825 to Acenta Premium **Tekna+:** add £2670 to Tekna

Ariya - 4595x1850mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
63kWh (217) auto Engage	251	7.5	0	30	£39655
63kWh (217) auto Advance	250	7.5	0	30	£43155
87kWh (242) auto Engage	330	7.6	0	34	£44655
87kWh (242) auto Advance	329	7.6	0	34	£48155
87kWh (306) auto Advance 4WD	319	5.7	0	41	£50855
87kWh (435) auto Nismo 4WD	261	5.1	0	41	£56630

Evolve: add £3995 to Advance

OMODA

Dealers: TBC **Warranty:** 7 yrs/100000 mls

Omoda 5 - 4424x1830mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6T (187) auto Comfort	31.2	7.9	170	34	£25235
1.6T (187) auto Noble	31.2	7.9	170	35	£27035
61kWh (204) auto Comfort	257	7.2	0	34	£33055
61kWh (204) auto Noble	257	7.2	0	35	£34555

Omoda 9 - 4775x1920mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T PHEV (449) auto Noble	47.1	4.9	38	45	£44990

PEUGEOT

Dealers: 283 **Warranty:** 3 yrs/60000 mls

208 - 4055x1745mm
Euro NCAP: ★★★★ **Driver Power:** 50th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (100) Style	58.2	10.1	114	22	£19995
1.2 PureTech (100) Allure	58.2	10.1	114	21	£24645
1.2 PureTech (100) GT	58.2	10.1	121	21	£26795
1.2 Hybrid (110) auto Allure	65.9	9.8	103	23	£26450
1.2 Hybrid (110) auto GT	65.9	9.8	105	23	£28600
1.2 Hybrid (145) auto GT	65.0	8.1	105	28	£29800
50kWh (136) auto Allure	219	8.1	0	28	£30050
50kWh (136) auto GT	219	8.1	0	31	£32100
51kWh (156) auto Allure	263	8.2	0	28	£30850
51kWh (156) auto GT	261	8.2	0	31	£32900

GT Premium: add £1500 to GT, add £1800 to GT EVs

308 - 4367x1859mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2T Hybrid (145) auto Allure	62.6	9.3	110	20	£32925
1.2T Hybrid (145) auto GT	62.6	9.3	111	21	£36050
1.6 PHEV (195) auto Allure	62.6	7.9	18	26	£38220
1.6 PHEV (195) auto GT	62.6	7.9	18	28	£41430
1.5 BlueHDi (130) auto Allure	59.6	10.6	130	19	£33540
1.5 BlueHDi (130) auto GT	59.6	10.6	131	21	£36665
54kWh (156) auto Allure	257	9.8	0	24	£38220
54kWh (156) auto GT	257	9.8	0	25	£39990

308 SW: add £1200

408 - 4687x1859mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2T Hybrid (145) auto Allure	58.8	10.2	114	20	£35165
1.2T Hybrid (145) auto GT	58.8	10.2	114	22	£38485
1.6 PHEV (225) auto Allure	313.9	7.5	19	29	£41610
1.6 PHEV (225) auto GT	313.9	7.5	19	31	£44930
58kWh (210) auto Allure	280	7.6	0	33	£42185
58kWh (210) auto GT	280	7.6	0	34	£44995

e-Rifter - 4405-4755x1848mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 BlueHDi (130) auto Allure	54.3	10.8	148	14	£26515
1.5 BlueHDi (130) auto GT	54.3	10.8	148	15	£27005
1.5 BlueHDi (130) auto Allure Long	54.3	11.3	152	14	£29310
1.5 BlueHDi (130) auto GT Long	54.3	11.3	152	15	£29800
50kWh (136) auto Allure	199	11.3	0	22	£32250
50kWh (136) auto GT	199	11.3	0	22	£35045
50kWh (136) auto Allure Long	199	11.3	0	23	£33150
50kWh (136) auto GT Long	199	11.3	0	23	£35945

e-Traveller - 4981-5331x1920mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
75kWh (136) auto Active	217	14.3	0	38	£48925
75kWh (136) auto Active Long	217	14.3	0	40	£49825

Allure: add £5325

2008 - 4300x1770mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (100) Allure	52.7	10.8	129	16	£28540
1.2 PureTech (130) auto Allure	48.9	9.2	138	16	£31395
1.2 Hybrid (136) auto Allure	62.1	8.3	112	23	£32170
54kWh (156) auto Allure	247	9.1	0	26	£35300

GT: add £2150 to Allure (not PureTech 100), **GT Premium:** add £1550 to GT

3008 - 4542x1895mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2T Hybrid (136) auto Allure	52.5	10.2	123	22	£36790
1.6 PHEV (195) auto Allure	356.2	7.8	19	32	£40860
73kWh (210) auto Allure	326	8.8	0	32	£45960
97kWh (230) auto Allure	435	8.7	0	N/A	£48660

GT: add £2950-£3530 to Allure

5008 - 4791x1895mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2T Hybrid (136) auto Allure	52.5	11.3	130	23	£39490
1.6 PHEV (195) auto Allure	356.2	8.3	23	35	£43560
73kWh (210) auto Allure	310	9.7	0	33	£48660
97kWh (230) auto Allure	414	9.6	0	N/A	£51360

GT: add £2950-£3530 to Allure

POLESTAR

Dealers: 2 **Warranty:** 3 yrs/60000 mls

Polestar 2 - 4606x1859mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
70kWh (268) auto Standard	344	6.2	0	34	£45160
82kWh (295) auto Long Range	408	5.9	0	35	£49160
82kWh (416) auto LR Dual Motor	369	4.3	0	42	£53160
82kWh (469) at LR Dual Motor Perf	352	4.0	0	42	£57950

Polestar 4 - 4840x2008mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
100kWh (268) auto Long Range	385	6.9	0	45	£59990
100kWh (536) at Long Dual Motor	367	3.7	0	48	£66990

Polestar 3 - 4900x1968mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
111kWh (295) auto Long Range	438	7.5	0	50	£69900
111kWh (483) auto LR Dual Motor	395	4.8	0	50	£75900
111kWh (510) at LR Dual Motor Perf	352	4.5	0	50	£81500

PORSCHE

Dealers: 36 **Warranty:** 3 yrs/unlimited mls

Taycan - 4963x1966-1998mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
97kWh (435) auto	422	4.8	0	50	£88200
97kWh (598) auto 4S	400	3.7	0	50	£96200
97kWh (700) auto GTS	394	3.3	0	50	£118200
97kWh (884) auto Turbo	391	2.7	0	50	£135200
97kWh (952) auto Turbo S	393	2.4	0	50	£162200
97kWh (1034) auto Turbo GT	347	2.3	0	50	£189200
97kWh (1034) at T GT Weissach	345	2.2	0	50	£189200

Taycan Sport Turismo - 4963x1966mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
97kWh (435) auto	404	4.8	0	50	£89200
97kWh (598) auto 4S	384	3.7	0	50	£97200
97kWh (700) auto GTS	378	3.3	0	50	£119200
97kWh (884) auto Turbo	379	2.7	0	50	£136200
97kWh (952) auto Turbo S	377	2.4	0	50	£163200

Taycan Cross Turismo - 4974x1967mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
97kWh (598) auto 4S	381	3.8	0	50	£99200
97kWh (884) auto Turbo	373	2.8	0	50	£138200
97kWh (952) auto Turbo S	373	2.5	0	50	£165200

Panamera - 5052x1937mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.9 V6 (353) auto	29.1	5.3	219	50	£89400
2.9 V6 (353) auto 4	27.7	5.0	230	50	£92400
2.9 V6 (470) auto 4 E-Hybrid	282.5	4.1	23	50	£99100
2.9 V6 (544) auto 4S E-Hybrid	256.8	3.7	24	50	£110200
4.0 V8 (500) auto GTS	23.5	3.8	274	50	£131700
4.0 V8 (680) auto Turbo E-Hybrid	235.4	3.2	27	50	£151500
4.0 V8 (782) auto Turbo S E-Hybrid	201.8	2.9	31	50	£175100

Macan - 4726x1927mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (265) auto	28.0	6.4	228	39	£56000
2.0T (265) auto T	28.0	6.2	229	39	£61000
3.0 V6 (380) auto S	25.4	4.8	251	42	£63000
3.0 V6 (440) auto GTS	25.0	4.5	255	47	£75000

Macan Electric - 4784x1938mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
100kWh (360) auto	398	5.7	0	44	£68500
100kWh (408) auto 4	381	5.2	0	46	£71200
100kWh (516) auto 4S	377	4.1	0	48	£76900
100kWh (639) auto Turbo	367	3.3	0	50	£96900

Cayenne - 4930x1983mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6T (353) auto	26.2	6.0	246	44	£77500
4.0 V8TT (474) auto S	22.8	5.0	282	48	£93000
4.0 V8TT (500) auto GTS	22.4	4.7	287	50	£107600
2.9 V6 (470) auto E-Hybrid	188.3	4.9	33	50	£86300
3.0 V6 (519) auto S E-Hybrid	201.8	4.7	31	50	£95200
4.0 V8 (739) auto Turbo E-Hybrid	166.2	3.7	39	50	£140600

Cayenne Coupe - 4930x1983mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6T (353) auto	25.9	5.7	247	44	£81900
4.0 V8TT (474) auto S	22.6	4.7	284	50	£98400
4.0 V8TT (500) auto GTS	22.4	4.4	287	50	£109200
2.9 V6 (470) auto E-Hybrid	188.3	4.9	33	50	£89600
3.0 V6 (519) auto S E-Hybrid	201.8	4.7	31	50	£100000
4.0 V8 (739) auto Turbo E-Hybrid	156.9	3.7	40	50	£146000
4.0 V8 (739) at Turbo E-Hybrid GT	156.9	3.6	40	50	£166100

718 Boxster - 4379x1801mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (300) 718 Boxster	30.1	5.1	212	44	£55800
2.0T (300) auto 718 Boxster	31.7	4.9	201	44	£57999
2.5T (350) 718 Boxster S	29.4	4.6	229	46	£65800
2.5T (350) auto 718 Boxster S	29.4	4.4	218	46	£67999
4.0 (400) 718 Boxster GTS 4.0	25.9	4.5	247	49	£77300
4.0 (400) auto 718 Boxster GTS 4.0	28.0	4.0	230	49	£79832

718 Cayman - 4379x1801mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (300) 718 Cayman	30.4	5.1	212	42	£53800
2.0T (300) auto 718 Cayman	31.7	4.9	201	42	£55999
2.5T (350) 718 Cayman S	28.0	4.9	228	44	£63800
2.5T (350) auto 718 Cayman S	29.4	4.4	217	44	£65999
4.0 (400) 718 Cayman GTS 4.0	25.9	4.5	247	46	£75300
4.0 (400) at 718 Cayman GTS 4.0	28.0	4.0	230	46	£77832

911 - 4542-4553x1852-1900mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (394) auto Carrera	28.1	3.9	229	50	£103700
3.0TT (394) Carrera T	27.1	4.5	237	50	£115400
3.0TT (480) Carrera S	27.7	3.3	232	50	£120500
3.6TT (541) auto Carrera GTS	27.2	3.0	236	50	£137900
3.6TT (541) auto Carrera 4 GTS	27.1	3.0	236	50	£144400
4.0 (510) GT3	20.7	3.9	310	50	£158200
4.0 (510) auto GT3	20.5	3.4	312	50	£158200
4.0 (525) auto GT3 RS	21.4	3.2	299	50	£192600

GT3 Touring: same price as GT3

911 Cabriolet - 4542-4553x1852mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (394) auto Carrera	27.5	4.1	234	50	£113700
3.0TT (394) Carrera T	26.4	4.7	243	50	£125400
3.0TT (394) auto Carrera S	27.2	3.5	236	50	£130500
3.6TT (541) auto Carrera GTS	26.6	3.1	241	50	£147900
3.6TT (541) auto Carrera 4 GTS	26.6	3.1	241	50	£154400
3.6TT (541) auto Spirit 70	26.5	3.1	242	50	£187700

911 Targa: same price as Carrera 4 GTS

RENAULT

Dealers: 158 **Warranty:** 5 yrs/100000 mls

5 E-Tech - 3922x1774mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
40kWh (120) auto Evolution	192	9.0	0	18	£22995
40kWh (120) auto Techno	191	9.0	0	19	£24995
40kWh (120) auto Iconic Five	190	9.0	0	22	£26995
52kWh (150) auto Techno	252	8.0	0	22	£26995
52kWh (150) auto Iconic Five	251	8.0	0	22	£28995
52kWh (150) auto Roland Garros	252	8.0	0	22	£29995

NEW CAR PRICES

Clio - 4050x1798mm
Euro NCAP: ★★★★★ **Driver Power:** 32nd

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TCe (90) Evolution	54.3	12.2	118	10	£18995
1.0 TCe (90) Techno	53.3	12.2	119	11	£20595
1.0 TCe (90) Esprit Alpine	53.3	12.2	120	11	£22195
1.6 E-Tech (145) auto Evolution	65.7	9.3	95	15	£21895
1.6 E-Tech (145) auto Techno	65.7	9.3	97	15	£23495
1.6 E-Tech (145) auto Esprit Alpine	65.7	9.3	97	15	£25095

Megane E-Tech - 4200x1768mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
60kWh (220) auto Techno Comfort	285	7.5	0	26	£32495
60kWh (220) at Techno Esprit Alpine	282	7.5	0	25	£34995
60kWh (220) at Iconic Esprit Alpine	281	7.5	0	26	£36995

4 E-Tech - 4144x1808mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
52kWh (150) auto Evolution	247	8.2	0	28	£26995
52kWh (150) auto Techno	244	8.2	0	27	£28995
52kWh (150) auto Iconic	243	8.2	0	28	£30995

Captur - 4239x1797mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TCe (90) Evolution	47.9	13.3	133	11	£22195
1.0 TCe (90) Techno	47.9	13.3	133	11	£23995
1.8 E-Tech (160) auto Evolution	61.4	8.9	103	16	£25195
1.8 E-Tech (160) auto Techno	61.4	8.9	104	16	£26995
1.8 E-Tech (160) auto Esprit Alpine	60.1	8.9	105	17	£28795

Symbioz - 4413x1797mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.3 TCe (140) auto Techno	47.9	11.2	133	16	£27395
1.8 E-Tech (160) auto Techno	65.7	9.1	97	19	£29795
1.8 E-Tech (160) at Techno Alpine	65.7	9.1	97	19	£31795
1.8 E-Tech (160) at Iconic Alpine	65.7	9.1	97	20	£33795

Scenic E-Tech - 4470x1864mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
87kWh (220) auto Techno	379	7.9	0	32	£37195
87kWh (220) at Techno Esprit Alpine	372	7.9	0	32	£39995
87kWh (220) at Iconic Esprit Alpine	369	7.9	0	32	£42195

Austral - 4510x1825mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 E-Tech hyb (200) at Techno	61.4	8.4	105	21	£34195
1.2 E-Tech hyb (200) at Techno Alp	60.1	8.4	106	22	£36695
1.2 E-Tech hyb (200) at Iconic Alp	60.1	8.4	106	23	£38695

Rafale - 4710x1866mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 E-Tech hyb (200) auto Techno	60.1	8.6	105	29	£38195
1.2 E-Tech hyb (200) at Techno Alp	60.1	8.6	106	30	£42195
1.2 E-Tech hyb (200) at Iconic Alp	60.1	8.6	107	30	£44695
1.2 E-Tec PHEV (300) at Techno Alp	564.9	6.4	12	38	£45695
1.2 E-Tec PHEV (300) at Atelier Alp	470.8	6.4	15	39	£49695

ROLLS-ROYCE

Dealers: 6 **Warranty:** 4 yrs/unlimited mls

Cullinan - 5341x2164mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.75 V12 (571) auto	18.1	5.2	341	50	£332000
6.75 V12 (600) auto Black Badge	17.3	5.1	343	50	£380000

Ghost - 5545-5715x2148mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.75 V12 (571) auto	18.6	4.6	347	50	£278000
6.75 V12 (571) auto EWB	18.5	4.6	348	50	£310400
6.75 V12 (600) auto Black Badge	17.9	4.5	359	50	£323000

Phantom - 5762-5982x2018mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.75 V12 (571) auto	18.8	5.1	328	50	£417200
6.75 V12 (571) auto EWB	18.6	5.2	328	50	£479000

Spectre - 5475x1996mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
120kWh (577) auto	323	4.5	0	50	£332000

SEAT

Dealers: 128 **Warranty:** 3 yrs/60000 mls

Ibiza - 4059x1780mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (95) SE	55.4	11.0	117	11	£19725
1.0 TSI (95) FR	52.3	11.0	123	12	£22105
1.0 TSI (95) Xcellence	51.4	11.0	126	12	£22320
1.0 TSI (115) FR	51.4	9.7	124	15	£22520
1.0 TSI (115) Xcellence	51.4	9.7	125	15	£22575
1.0 TSI (115) auto FR	51.4	9.9	126	15	£23600
1.0 TSI (115) auto Xcellence	50.4	9.9	126	15	£23655

SE Technology: add £1070 to SE
FR Sport: add £915 to FR
Xcellence Lux: add £1250 to Xcellence
Anniversary Edition: add £955 to FR Sport

Leon - 4368x1991mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (115) SE	50.4	10.4	128	14	£24250
1.5 TSI (115) FR	48.7	10.4	131	14	£27785
1.5 eTSI (115) auto SE	53.3	10.4	120	14	£27280
1.5 eTSI (115) auto FR	52.3	10.4	123	15	£30025
1.5 TSI (150) FR	48.7	8.7	131	19	£29365
1.5 eTSI (150) auto FR	52.3	8.7	123	19	£31375
1.5 e-Hybrid (204) auto FR	706.2	7.7	8	24	£36445
2.0 TDI (115) SE	62.8	8.7	119	19	£27190
2.0 TDI (150) FR	58.9	8.7	127	19	£31420

Leon ST estate: add £1480
SE Dynamic: add £1680 to SE
FR Sport: add £1915 to FR
(not 1.0 TSI manual)

Arona - 4138x1780mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (95) S	49.6	11.3	129	10	£19995
1.0 TSI (95) SE	51.4	11.3	124	10	£22460
1.0 TSI (115) FR	52.3	10.0	124	14	£25875
1.0 TSI (115) Xperience	52.3	10.0	123	14	£26595
1.0 TSI (115) auto SE	50.4	10.3	127	12	£23700
1.0 TSI (115) auto FR	50.4	10.3	128	14	£26955
1.0 TSI (115) auto Xperience	50.4	10.3	128	14	£27595
1.5 TSI (150) auto FR	49.6	8.4	129	18	£27240

SE Technology: add £1065 to SE
FR Sport: add £1170 to FR **Xperience Lux:** add £1665 to Xperience

Ateca - 4381x1841mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (115) SE	47.1	11.0	137	13	£28635
1.5 Eco TSI (150) SE	45.6	9.0	141	18	£30560
1.5 Eco TSI (150) FR	43.5	9.0	148	18	£32430
1.5 Eco TSI (150) Xperience	43.5	9.0	149	18	£32715
1.5 Eco TSI (150) auto SE	44.1	9.0	145	18	£32180
1.5 Eco TSI (150) auto FR	42.8	9.0	150	18	£33840
1.5 Eco TSI (150) auto Xperience	42.8	9.0	151	18	£34505

SE Technology: add £875 to SE
FR Sport: add £2545 to FR **Xperience Lux:** add £3285 to Xperience

SERES

Dealers: TBC **Warranty:** 5 yrs/75000 mls

Seres 3 - 4385x1850mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
54kWh (160) auto Active	205	8.9	0	N/A	£29995
54kWh (160) auto Spirit	205	8.9	0	N/A	£31995

SKODA

Dealers: 135 **Warranty:** 3 yrs/60000 mls

Fabia - 4108x1780mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 MPI (80) SE Edition	53.9	15.7	116	4	£19880
1.0 MPI (80) Design Edition	54.3	15.7	116	4	£20680
1.0 TSI (95) SE Edition	55.8	10.7	117	11	£20430
1.0 TSI (95) Design Edition	56.2	10.7	117	11	£21230
1.0 TSI (116) SE Edition	55.6	9.3	116	15	£20930
1.0 TSI (116) Design Edition	56.1	9.3	116	15	£21730
1.0 TSI (116) SE L Edition	56.0	9.3	117	15	£22615
1.0 TSI (116) Monte Carlo Edition	54.6	9.3	118	15	£23115
1.0 TSI (116) auto SE Edition	53.8	9.7	126	14	£21930
1.0 TSI (116) auto Design Edition	54.2	9.7	126	14	£22730
1.0 TSI (116) auto SE L Edition	54.1	9.7	127	14	£23565
1.0 TSI (116) at Monte Carlo Edition	52.7	9.7	128	15	£24065
1.5 TSI (150) auto Design Edition	52.1	8.0	124	20	£24445
1.5 TSI (150) auto SE L Edition	52.1	8.0	124	20	£25280
1.5 TSI (150) at Monte Carlo Edition	50.9	8.0	125	20	£25780

Scala - 4362x1793mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (95) SE Edition	55.4	10.8	119	12	£22255
1.0 TSI (116) SE Edition	54.8	9.5	119	15	£23230
1.0 TSI (116) Monte Carlo Edition	52.5	9.5	119	16	£27955
1.0 TSI (116) auto SE Edition	52.9	10.1	130	14	£24580
1.0 TSI (116) at Monte Carlo Edition	51.0	10.1	130	15	£29305
1.5 TSI (150) SE Edition	52.3	8.2	124	20	£24530
1.5 TSI (150) Monte Carlo Edition	50.4	8.2	124	21	£29255
1.5 TSI (150) auto SE Edition	52.1	8.2	131	21	£25880
1.5 TSI (150) at Monte Carlo Edition	50.5	8.2	131	21	£30605

SE L Edition: add £1800 to SE Edition

Octavia - 4698x1829mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (116) SE Technology	54.3	10.4	118	14	£26775
1.5 TSI (116) auto SE Technology	57.5	10.6	112	14	£28815
1.5 TSI (150) SE L	53.3	8.5	121	20	£31250
1.5 TSI (150) SportLine	51.4	8.5	125	21	£32255
1.5 TSI e-Tec (150) auto SE L	57.3	8.5	112	20	£33290
1.5 TSI e-Tec (150) auto SportLine	55.2	8.5	117	21	£34295
2.0 TSI (265) auto vRS	40.3	6.5	159	27	£38670
2.0 TDI (116) SE Technology	66.2	10.0	112	17	£29320
2.0 TDI (116) SE L	65.5	10.0	113	18	£32370
2.0 TDI (150) auto SE Technology	63.4	8.5	117	21	£31720
2.0 TDI (150) auto SE L	62.8	8.5	118	22	£34770
2.0 TDI (150) auto SportLine	60.6	8.5	122	22	£35775

Octavia Estate - 4698x1829mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (116) SE Technology	52.9	10.5	121	14	£27755
1.5 TSI (116) auto SE Technology	56.1	10.7	115	14	£29795
1.5 TSI (150) SE L	51.7	8.6	124	20	£32480
1.5 TSI (150) SportLine	50.5	8.6	127	20	£33285
1.5 TSI e-Tec (150) auto SE L	55.8	8.6	115	20	£34520
1.5 TSI e-Tec (150) auto SportLine	54.4	8.6	118	21	£35325
2.0 TSI (265) auto vRS	40.8	6.4	158	27	£39775
2.0 TDI (116) SE Technology	64.7	10.1	114	17	£30300
2.0 TDI (116) SE L	63.9	10.1	116	17	£33600
2.0 TDI (150) auto SE Technology	62.1	8.6	119	21	£32700
2.0 TDI (150) auto SE L	61.5	8.6	121	22	£36000
2.0 TDI (150) auto SportLine	59.9	8.6	124	22	£36805

Superb - 4912x1849mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI e-Tec (150) auto SE Tech	54.2	9.2	119	23	£34875
1.5 TSI e-Tec (150) auto SE L	52.1	9.2	123	24	£38230
2.0 TSI (265) auto 4x4 L&K	36.3	5.6	177	34	£46355
2.0 TDI (150) auto SE Technology	58.0	9.2	128	24	£35390
2.0 TDI (150) auto SE L	56.0	9.2	133	25	£38405
2.0 TDI (193) auto 4x4 SE L	48.3	7.5	153	31	£42020
2.0 TDI (193) auto 4x4 L&K	47.8	7.5	156	31	£45740

Superb Estate - 4902x1849mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI e-Tec (150) auto SE Tech	52.9	9.3	122	23	£36175
1.5 TSI e-Tec (150) auto SE L	51.0	9.3	126	24	£39530
1.5 TSI iV (204) auto SE Technology	784.3	8.1	8	29	£41465
1.5 TSI iV (204) auto SE L	682.8	8.1	9	30	£44820
1.5 TSI iV (204) auto L&K	735.7	8.1	9	30	£48540
2.0 TSI (265) auto 4x4 L&K	35.7	5.7	180	35	£47655
2.0 TDI (150) auto SE Technology	56.9	9.3	130	24	£36725
2.0 TDI (150) auto SE L	55.1	9.3	135	25	£39705
2.0 TDI (193) auto 4x4 SE L	47.7	7.6	155	30	£43320
2.0 TDI (193) auto 4x4 L&K	47.1	7.6	157	30	£47040

Kamiq - 4241x1793mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (95) SE Edition	51.8	11.0	123	12	£24190
1.0 TSI (116) SE Edition	52.2	9.7	122	16	£25120
1.0 TSI (116) SE L Edition	50.8	9.7	126	15	£27335
1.0 TSI (116) auto SE Edition	50.5	10.2	127	16	£26520
1.0 TSI (116) auto SE L Edition	49.3	10.2	130	15	£28785
1.5 TSI (150) SE Edition	49.7	8.3	129	19	£26465
1.5 TSI (150) SE L Edition	48.2	8.3	132	20	£28730
1.5 TSI (150) auto SE Edition	49.6	8.3	129	20	£27865
1.5 TSI (150) auto SE L Edition	48.3	8.3	132	20	£30130

Monte Carlo Edition: add £2100 to SE L Edition

Elroq - 4488x1884mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
55kWh (170) auto 50 SE	232	8.7	0	22	£31500
63kWh (204) auto 60 SE L	265	7.7	0	27	£33350
63kWh (204) auto 60 Edition	265	7.7	0	27	£34450
63kWh (204) auto 60 SportLine	263	7.7	0	28	£37400
82kWh (286) auto 85 Edition	360	6.4	0	32	£38650
82kWh (286) auto 85 SportLine	355	6.4	0	34	£41600

Enyaq - 4658x1879mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
63kWh (204) auto 60 SE L	268	8.1	0	N/A	£39000
63kWh (204) auto 60 Edition	268	8.1	0	N/A	£40100
82kWh (286) auto 85 Edition	359	6.7	0	N/A	£44300
82kWh (286) auto 85x SportLine	332	6.7	0	N/A	£48750

Enyaq Coupe - 4658x1879mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
82kWh (286) auto 85 Edition	365	6.7	0	N/A	£46200
82kWh (286) auto 85x SportLine	334	6.7	0	N/A	£50650

Karoq - 4390x1841mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (116) SE Drive	48.0	10.3	134	14	£29775
1.0 TSI (116) SE L	47.6	10.3	135	15	£31950
1.5 TSI (150) SE Drive	47.1	8.9	137	19	£30950
1.5 TSI (150) SE L	46.9	8.9	137	19	£33125
1.5 TSI (150) SportLine	45.0	8.9	143	20	£36190
1.5 TSI (150) auto SE Drive	46.2	9.0	139	19	£32400
1.5 TSI (150) auto SE L	46.0	9.0	140	19	£34575
1.5 TSI (150) auto SportLine	44.5	9.0	144	20	£37640
2.0 TSI (190) auto 4x4 SportLine	36.8	7.0	175	26	£41450
2.0 TDI (150) auto 4x4 SE L	48.9	8.7	152	20	£39560
2.0 TDI (150) auto 4x4 SportLine	48.8	8.7	152	21	£42625

Kodiaq - 4758x1864mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI e-Tec (150) auto SE 5st	47.4	9.7	136	18	£36645
1.5 TSI e-Tec (150) auto SE L 7st	44.5	9.9	145	19	£40205
1.5 TSI e-Tec (150) at SportLine 7st	45.2	9.9	143	20	£42705
1.5 TSI iV (204) auto SE 5st	691.5	8.4	9	24	£41935
1.5 TSI iV (204) auto SE L 5st	578.4	8.4	11	24	£44635
1.5 TSI iV (204) auto SportLine 5st	598.1	8.4	11	25	£47135
2.0 TSI (204) auto 4x4 SE L 7st	36.6	7.5	175	27	£45255
2.0 TSI (204) auto 4x4 SportLine 7st	36.4	7.5	176	27	£52595
2.0 TSI (265) auto 4x4 vRS 7st	33.8	6.4	194	31	£47755
2.0 TDI (150) auto SE 5st	53.2	9.6	139	20	£38945
2.0 TDI (150) auto SE L 7st	49.8	9.8	149	21	£42505
2.0 TDI (193) auto 4x4 SE L 7st	44.1	8.0	168	26	£46225
2.0 TDI (193) at 4x4 SportLine 7st	44.6	8.0	166	26	£48725

Seven seats: add £860 to SE (not iV)

SKYWELL

Dealers: TBC **Warranty:** 7 yrs/100000 mls

BE11 - 4720x1908mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
72kWh (204) auto Standard Range	248	9.6	0	N/A	£36940
86kWh (204) auto Long Range	304	9.6	0	N/A	£39940

SMART

Dealers: 48 **Warranty:** 3 yrs/unlimited mls

#1 - 4270x1822mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
49kWh (272) auto Pro	193	6.7	0	30	£31950
62kWh (272) auto Pro+	260	6.7	0	30	£35950
62kWh (272) auto Premium	273	6.7	0	31	£38950
62kWh (428) auto Brabus	248	3.9	0	37	£43450

#3 - 4400x1844mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
49kWh (272) auto Pro	202	5.8	0	33	£32950
62kWh (272) auto Pro+	270	5.8	0	34	£36950
62kWh (272) auto Premium	283	5.8	0	36	£39950
62kWh (272) auto Anniversary Ed	283	5.8	0	36	£40950
62kWh (428) auto Brabus	258	3.7	0	41	£45450

SUBARU

Dealers: 70 **Warranty:** 3 yrs/100000 mls

Crosstrek - 4495x1800mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 e-Boxer (136) at AWD Limited	36.8	10.8	174	15	£34995

Touring: add £2000 to Limited

Solterra - 4690x1860mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
71.4kWh (215) auto Limited AWD	289	6.9	0	N/A	£52495

Touring: add £3000 to Limited

Forester - 4625x1815mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 e-Boxer (150) auto AWD XE	34.7	11.8	185	23	£37995

Premium: add £3000 to XE

Outback - 4870x1875mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5i (169) auto AWD Limited	32.8	10.2	193	19	£37995

Field: add £4000 to Limited
Touring: add £5500 to Limited

SUZUKI

Dealers: 149 **Warranty:** 3 yrs/60000 mls

Swift - 3860x1735mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 MHEV (82) Motion	64.2	12.5	99	21	£19199
1.2 MHEV (82) Ultra	64.2	12.5	99	21	£20299
1.2 MHEV (82) Ultra 4x4	57.6	13.6	110	20	£21549
1.2 MHEV (82) auto Motion	60.1	11.9	106	22	£20449
1.2 MHEV (82) auto Ultra	60.1	11.9	106	22	£21549

Vitara - 4185x1775mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.4 Boosterjet (129) Motion	53.2	9.5	119	22	£26949
1.4 Boosterjet (129) Ultra	53.2	9.5	120	22	£28649
1.4 Boosterjet (129) Ultra 4x4	52.3	10.2	128	22	£30449
1.5 Hybrid (115) auto Motion	56.4	12.7	113	16	£28699
1.5 Hybrid (115) auto Ultra	56.4	12.7	114	17	£30399
1.5 Hybrid (115) auto Ultra 4x4	50.4	13.5	127	16	£32199

S-Cross - 4300x1785mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.4 Boosterjet (129) Motion	53.2	9.5	120	22	£26699
1.4 Boosterjet (129) Ultra 4x4	47.8	10.2	133	22	£29699
1.5 Hybrid (115) auto Motion	54.3	12.7	118	16	£28449
1.5 Hybrid (115) auto Ultra 4x4	48.7	13.5	132	16	£31449

Across - 4635x1855mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 PHEV (306) auto E-Four	282.4	6.0	22	39	£49529

TESLA

Dealers: 17 **Warranty:** 4 yrs/50000 mls

Model 3 - 4694x1849mm
Euro NCAP: ★★★★★ **Driver Power:** 25th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
60kWh (245) auto RWD	318	5.8	0	36	£39990
79kWh (320) auto RWD Long Range	436	4.9	0	38	£44990
79kWh (351) auto AWD Long Range	390	4.2	0	41	£49990
79kWh (460) at AWD Performance	328	2.9	0	48	£59990

Model Y - 4751x1978mm
Euro NCAP: ★★★★★ **Driver Power:** 15th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
81kWh (342) auto RWD Long Range	373	5.9	0	45	£46990
81kWh (384) auto AWD Long Range	331	4.8	0	48	£52990
81kWh (426) at AWD Performance	319	3.5	0	50	£59990

Seven seats: add £2500 to AWD LR

TOYOTA

Dealers: 206 **Warranty:** 3 yrs/60000 mls

Aygo X - 3465x1615mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 VVT-i (72) Pure	58.9	14.9	109	5	£16140
1.0 VVT-i (72) Edge	58.9	14.9	110	5	£17180
1.0 VVT-i (72) auto Pure	56.5	14.8	113	6	£17245
1.0 VVT-i (72) auto Edge	56.5	14.8	113	6	£18285

Exclusive: add £1810 to Edge

Yaris - 3940x1745mm
Euro NCAP: ★★★★★ **Driver Power:** 35th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 VVT-i Hybrid (114) auto Icon	68.9	9.7	92	13	£22640
1.5 VVT-i Hybrid (114) auto Design	68.9	9.7	91	14	£23545
1.5 VVT-i Hybrid (114) auto GR Sport	68.9	9.7	97	14	£28815
1.5 VVT-i Hybrid (114) auto Excel	68.9	9.7	96	14	£26710
1.5 VVT-i Hybrid (114) auto Premiere	68.9	9.7	96	14	£28935

GR Yaris - 3995x1805mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6T (257) GR Yaris	34.3	5.5	186	35	£32205
1.6T (257) GR Yaris Convenience	34.3	5.5	186	35	£34385
1.6T (257) GR Yaris Circuit Pack	34.3	5.5	186	36	£35705

Corolla - 4370x1790mm
Euro NCAP: ★★★★★ **Driver Power:** 23rd

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.8 VVT-i Hybrid (140) auto Icon	64.2	9.1	100	17	£30505
1.8 VVT-i Hybrid (140) auto Design	61.4	9.1	104	17	£32140
1.8 VVT-i Hybrid (140) at GR Sport	60.1	9.1	105	17	£33405
1.8 VVT-i Hybrid (140) auto Excel	60.1	9.1	106	18	£34240
2.0 VVT-i Hybrid (196) auto Icon	64.2	7.4	98	21	£32250
2.0 VVT-i Hybrid (196) auto Design	62.8	7.4	102	21	£33885
2.0 VVT-i Hybrid (196) at GR Sport	61.4	7.4	103	21	£35150
2.0 VVT-i Hybrid (196) auto Excel	61.4	7.4	103	22	£35985

Corolla Touring Sports - 4650x1790mm
Euro NCAP: ★★★★★ **Driver Power:** 23rd

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.8 VVT-i Hybrid (140) auto Icon	62.8	9.4	101	17	£31840
1.8 VVT-i Hybrid (140) auto Design	60.1	9.4	106	17	£33475
1.8 VVT-i Hybrid (140) at GR Sport	60.1	9.4	107	17	£35120
1.8 VVT-i Hybrid (140) auto Excel	60.1	9.4	107	18	£35955
2.0 VVT-i Hybrid (196) auto Icon	64.2	7.7	100	21	£33585
2.0 VVT-i Hybrid (196) auto Design	61.4	7.7	104	21	£35220
2.0 VVT-i Hybrid (196) at GR Sport	61.4	7.7	105	21	£36865
2.0 VVT-i Hybrid (196) auto Excel	61.4	7.7	105	22	£37700

Prius Plug-in - 4599x1782mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 VVT-i Hybrid (223) auto Design	565.0	6.8	12	31	£37315
2.0 VVT-i Hybrid (223) auto Excel	403.5	6.8	17	31	£39955

Proace City Verso Elec - 4403-4753x1848mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
50kWh (136) auto Icon Medium	160	11.2	0	18	£31849
50kWh (136) auto Design Medium	160	11.2	0	19	£36464
50kWh (136) auto Icon Long	160	11.2	0	19	£33129

Proace Verso Electric - 4959-5309x1920mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
75kWh (136) auto Icon Medium 8st	143	12.1	0	N/A	£45769
75kWh (136) at Design Medium 8st	143	12.1	0	N/A	£49263
75kWh (136) auto Icon Long 9st	143	12.1	0	N/A	£46477
75kWh (136) auto Design Long 8st	143	12.1	0	N/A	£53766
75kWh (136) auto Excel Long 7st	143	12.1	0	N/A	£55866

Yaris Cross - 4180x1765mm
Euro NCAP: ★★★★★ **Driver Power:** 41st

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 VVT-i Hybrid (116) auto Icon	64.1	11.2	100	11	£25530
1.5 VVT-i Hybrid (116) auto Design	64.1	11.2	102	12	£27130
1.5 VVT-i Hybrid (116) auto Excel	64.1	11.2	112	12	£30565
1.5 VVT-i Hybrid (116) at GR Sport	64.1	11.2	112	12	£31320
1.5 VVT-i Hyb (116) at AWD Excel	55.3	11.8	115	12	£32925

C-HR - 4362x1832mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.8 VVT-i Hybrid (140) auto Icon	60.1	10.2	105	20	£31300
1.8 VVT-i Hybrid (140) auto Design	58.9	10.2	108	20	£34695
1.8 VVT-i Hybrid (140) auto Excel	57.7	10.2	110	22	£38160
2.0 VVT-i Hybrid (197) at GR Sport	57.7	8.1	110	27	£40655
2.0 VVT-i PHEV (223) auto Design	353.1	7.2	19	25	£39145
2.0 VVT-i PHEV (223) auto Excel	353.1	7.2	19	27	£42610
2.0 VVT-i PHEV (223) at GR Sport	353.1	7.2	19	26	£43540

bZ4X - 4690x1860mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
71.4kWh (201) auto Pure FWD	318	7.5	0	35	£42860
71.4kWh (201) auto Motion FWD	313	7.5	0	36	£45210
71.4kWh (215) auto Motion AWD	286	6.9	0	38	£47810

Vision: add £3600 to Motion

RAV4 - 4600x1855mm
Euro NCAP: ★★★★★ **Driver Power:** 31st

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 VVT-i Hyb (218) at Design FWD	50.4	8.4	129	26	£39885
2.5 VVT-i Hyb (222) at Design AWD	48.7	8.1	131	28	£42270
2.5 VVT-i PHV (306) at Design AWD	282.4	6.0	22	36	£44175

Excel: add £2985 to Design (not PHEV) **GR Sport:** add £4545 to Hybrid Design AWD, add £4815 to PHEV Design

Land Cruiser - 4925x1980mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.8 D-4D (204) auto Invincible	26.4	10.9	276	48	£74995
2.8 D-4D (204) auto First Edition	26.4	10.9	276	49	£79995

Hilux - 5325x1855-1900mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.8 D-4D (204) D Cab Invincible	33.2	10.1	223	45	£41960
2.8 D-4D (204) D Cab Invincible X	33.2	10.1	225	45	£46020
2.8 D-4D mHEV (204) at DC Invinc	30.0	10.7	259	45	£43127
2.8 D-4D mHEV (204) at DC Invinc X	30.0	10.7	259	45	£47542
2.8 D-4D (204) at D Cab GR Sport	30.0	10.7	N/A	45	£49750
2.8 D-4D (204) at Invincible X AT35	30.0	10.7	N/A	45	£73940

VAUXHALL

Dealers: 338 **Warranty:** 3 yrs/60000 mls

Corsa - 4055x1765mm
Euro NCAP: ★★★★ **Driver Power:** 43rd

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Turbo (100) Yes	54.3	9.9	118	N/A	£18505
1.2 Turbo (100) Design	54.3	9.9	117	20	£20535
1.2 Turbo (100) GS	54.3	9.9	117	19	£22915
1.2 Turbo (100) auto Design	51.4	10.2	125	19	£22265
1.2 Hybrid (110) auto Design	61.4	10.7	102	19	£22900
1.2 Hybrid (110) auto GS	62.8	10.7	104	19	£25280
1.2 Hybrid (145) auto GS	60.1	8.6	106	25	£26250
1.2 Turbo (130) auto GS	49.6	8.7	127	23	£25615
50kWh (136) auto Yes	221	8.2	0	N/A	£26895
50kWh (136) auto Design	219	8.2	0	28	£29045
50kWh (136) auto GS	214	8.2	0	26	£31230
54kWh (156) auto Design	246	8.2	0	30	£30440
54kWh (156) auto GS	246	8.2	0	28	£32625

Ultimate: add £2780 to GS 1.2T (100)/Hybrid (136), add £2145 to 1.2T (130), add £1810 to GS electric

Astra - 4374x1860mm
Euro NCAP: ★★★★ **Driver Power:** 3rd

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Turbo (110) Design	51.4	10.5	123	16	£26970
1.2 Turbo (130) Design	51.4	9.7	123	17	£27570
1.2 Turbo (130) GS	51.4	9.7	124	19	£29865
1.2 Turbo (130) auto Design	50.4	9.7	127	18	£29070
1.2 Turbo (130) auto GS	50.4	9.7	127	20	£31415
1.2T Hybrid (145) auto Design	60.1	9.0	106	20	£30035
1.2T Hybrid (145) auto GS	60.1	9.0	109	20	£32330
1.6 PHEV (180) auto GS	256.0	9.3	24	24	£37935
1.6 PHEV (225) auto GSe	256.0	7.5	25	31	£41800
54kWh (156) auto Design	254	9.2	0	26	£34945
54kWh (156) auto GS	254	9.2	0	26	£37240

Sports Tourer estate: add £2200
Ultimate: add £3115 to GS 1.2T/PHEV, add £2200 to GS 1.2T auto, add £3140 to GS Hybrid, add £2115 to GS Electric

Combo Life Electric - 4403-4753x1921mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
50kWh (136) auto Design	211	11.7	0	21	£32180
50kWh (136) auto Ultimate	210	11.7	0	22	£34695
50kWh (136) auto Design XL 7st	213	11.7	0	23	£33080
50kWh (136) auto Ultimate XL 7st	208	11.7	0	23	£35595

Vivaro Life Electric - 4956-5306x1920mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
49kWh (136) auto Combi	84	14.3	0	36	£37145
49kWh (136) auto XL Combi	84	14.3	0	36	£43725
75kWh (136) auto Combi	133	14.3	0	36	£43725
75kWh (136) auto XL Combi	133	14.3	0	36	£48795

Design: add £5605 to 75kWh Combi
Ultimate: add £5325 to Design

Mokka - 4151x1791mm
Euro NCAP: N/A **Driver Power:** 18th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Turbo (136) Design	49.5	8.9	129	22	£24705
1.2 Turbo (136) GS	49.5	8.9	129	21	£25905
1.2 Turbo (130) auto Design	45.5	8.9	139	22	£26305
1.2 Turbo (130) auto GS	46.3	8.9	138	21	£27505
1.2 Hybrid (145) auto Design	58.8	8.2	108	24	£27305
1.2 Hybrid (145) auto GS	57.6	8.2	110	23	£28505
54kWh (156) Design	249	9.0	0	24	£33245
54kWh (156) GS	250	9.0	0	23	£35905

Ultimate: add £2250 to GS 1.2, add £2275 to GS Hybrid, add £3000 to GS Electric

Frontera - 4385x1795mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Hybrid (100) auto Design	53.3	11.0	119	17	£23495
1.2 Hybrid (100) auto GS	53.3	11.0	120	19	£25395
1.2 Hybrid (136) auto Design	53.3	9.0	119	22	£25005
1.2 Hybrid (136) auto GS	53.3	9.0	120	23	£26905
44kWh (113) auto Design	186	12.1	0	16	£23495
44kWh (113) auto GS	186	12.1	0	17	£25395

Seven seats: add £550 to 1.2 GS

Grandland - 4477x1856mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Hybrid (145) auto Design	50.4	10.2	124	N/A	£34700
1.2 Hybrid (145) auto GS	51.4	10.2	124	N/A	£36650
1.2 Hybrid (145) auto Ultimate	51.4	10.2	124	N/A	£38400
73kWh (213) auto Design	318	9.0	0	35	£40995
73kWh (213) auto GS	323	9.0	0	36	£43145
73kWh (213) auto Ultimate	318	9.0	0	36	£45195

VOLKSWAGEN

Dealers: 223 **Warranty:** 3 yrs/60000 mls

Polo - 4074x1751mm
Euro NCAP: ★★★★★ **Driver Power:** 34th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 (80) Life	52.7	15.6	122	1	£21470
1.0 TSI (95) Life	55.2	10.8	116	8	£22410
1.0 TSI (95) R-Line	55.1	10.8	117	11	£24810
1.0 TSI (95) Edition 50	51.7	10.8	124	11	£26350
1.0 TSI (95) auto Life	52.7	11.5	122	8	£23845
1.0 TSI (115) auto R-Line	52.3	9.8	123	11	£27470
1.0 TSI (115) auto Black Edition	50.0	9.8	129	11	£27970
2.0 TSI (207) auto GTI	43.1	6.5	149	23	£30740

Match: add £690 to 1.0 TSI (95) Life

Golf - 4284x1789mm
Euro NCAP: ★★★★★ **Driver Power:** 49th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (115) Life	53.6	9.9	121	17	£28150
1.5 TSI (115) Match	52.8	9.9	122	17	£28325
1.5 eTSI (115) auto Style	53.4	9.9	120	18	£31010
1.5 TSI (150) Match	52.0	8.6	124	21	£29465
1.5 TSI (150) R-Line	50.7	8.6	127	21	£31490
1.5 eTSI (150) auto Match	54.9	8.4	117	22	£31065
1.5 eTSI (150) auto R-Line	52.6	8.4	122	22	£33090
1.5 TSI PHEV (204) auto Match	1084.1	7.2	6	26	£36420
1.5 TSI PHEV (272) auto GTE	863.2	6.6	8	30	£40140
2.0 TSI (265) auto GTI	39.6	5.9	162	31	£40875
2.0 TSI (300) auto GTI Clubsport	37.4	5.6	171	31	£43215
2.0 TSI (333) auto 4MOTION R	34.9	4.6	184	33	£45800
2.0 TDI (115) Match	64.6	10.2	115	19	£30120
2.0 TDI (150) auto R-Line	60.5	8.0	122	24	£34890

Style: add £1475 to Match (not 1.5 TSI 115, 2.0 TDI) **Black Edition:** add £1000 to R-Line **R Black Edition:** add £1250 to R

Golf Estate - 4633x1789mm
Euro NCAP: ★★★★★ **Driver Power:** 49th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (115) Life	52.5	10.2	123	17	£29500
1.5 eTSI (115) auto Life	53.9	10.3	119	17	£31100
1.5 TSI (150) Life	51.5	8.8	125	21	£30630
1.5 TSI (150) Style	50.2	8.8	128	22	£32300
1.5 eTSI (150) auto Life	53.7	8.6	120	22	£32230
1.5 eTSI (150) auto Style	54.2	8.6	119	23	£33900
2.0 TSI (333) auto 4MOTION R	34.6	4.8	185	33	£47150
2.0 TDI (115) Life	64.4	10.5	115	19	£31295
2.0 TDI (150) auto Style	61.0	8.4	122	24	£35695

R-Line: add £540 to Style

ID.3 - 4261x1809mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
52kWh (170) auto Pure Essential	241	8.2	0	20	£30860
58kWh (204) auto Pro Essential	269	7.6	0	26	£35740
77kWh (204) auto Pro S Essential	346	8.2	0	30	£39230
79kWh (326) auto GTX Performance	369	5.7	0	34	£46325

Match: add £710-£1360 to Essential

Passat Estate - 4917x1849mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 eTSI (150) auto Life	52.6	9.2	122	25	£39950
1.5 eTSI (150) auto Elegance	52.3	9.2	123	26	£43045
1.5 eTSI (150) auto R-Line	50.9	9.2	126	26	£43955
2.0 TSI (204) auto R-Line	40.4	7.5	159	N/A	£47715
1.5 TSI PHEV (204) auto Life	904.6	8.1	7	30	£44555
1.5 TSI PHEV (204) auto Elegance	882.5	8.1	7	32	£47650
1.5 TSI PHEV (204) auto R-Line	789.5	8.1	8	32	£48900
1.5 TSI PHEV (272) auto Elegance	853.3	7.1	8	34	£50370
1.5 TSI PHEV (272) auto R-Line	760.9	7.1	8	34	£51420

ID.7 - 4961x1862mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77kWh (286) auto Pro Match Plus	380	6.5	0	38	£51005
86kWh (286) auto Pro S Match Plus	433	6.6	0	39	£54490
86kWh (340) auto 4MOTION GTX+	364	5.4	0	41	£59110

ID.7 Tourer - 4961x1862mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77kWh (286) auto Pro Match Plus	372	6.6	0	38	£51795
86kWh (286) auto Pro S Match Plus	422	6.7	0	38	£55280
86kWh (340) auto 4MOTION GTX+	357	5.5	0	41	£59900

ID.Buzz - 4962-4712x1985mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
79kWh (286) auto Life SWB	283	7.6	0	37	£59135
79kWh (286) auto Style SWB	277	7.6	0	40	£63935
79kWh (340) at 4MOTION GTX SWB	255	6.1	0	42	£67535
86kWh (286) auto Life LWB	293	7.9	0	37	£59645
86kWh (286) auto Style LWB	286	7.9	0	40	£64445
86kWh (340) at 4MOTION GTX LWB	282	6.4	0	42	£68045

Six seats: add £150 to SWB

Caddy - 4500-4853x1855mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (116) SWB	43.5	11.9	149	8	£29113
1.5 TSI (116) California SWB	42.2	11.9	153	8	£36215
1.5 TSI (116) auto Life SWB	42.2	11.9	153	10	£35129
1.5 TSI (116) auto California SWB	41.5	11.9	155	10	£38447
2.0 TDI (102) SWB	53.3	13.5	140	9	£30757
2.0 TDI (102) Life SWB	52.3	13.5	141	9	£33655
2.0 TDI (122) auto SWB	51.4	11.4	145	12	£34303
2.0 TDI (122) auto Life SWB	50.4	11.4	146	12	£37201
2.0 TDI (122) auto California Maxi	49.6	11.4	150	12	£42364

Maxi: add £1003-£1378 to SWB

Multivan - 4973-5173x1941mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI PHEV (245) at 4MOT Life	353.1	9.0	19	36	£54525
1.5 TSI PHEV (245) at 4MOT Style	313.9	9.0	19	36	£65385
1.5 TSI PHEV (245) at 4MT Life Long	313.9	9.0	19	37	£56001
1.5 TSI PHEV (245) at 4MT Styl Long	313.9	9.0	20	37	£66825
2.0 TSI (204) auto Style	31.7	9.0	202	26	£66925
2.0 TSI (204) auto Style Long	31.7	9.0	203	27	£66925
2.0 TDI (150) auto Life	43.5	11.6	172	26	£49913
2.0 TDI (150) auto Style	43.5	11.6	171	30	£61411
2.0 TDI (150) auto Life Long	43.5	11.6	170	28	£51371
2.0 TDI (150) auto Style Long	42.8	11.6	172	28	£62869

Grand California - 5986-6836x2040mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 TDI (163) auto 600 3.5t	26.2	N/A	285	N/A	£84151
2.0 TDI (163) auto 600 3.88t	25.9	N/A	286	N/A	£84820
2.0 TDI (163) auto 680 3.88t	25.9	N/A	287	N/A	£86896
2.0 TDI (163) auto 4MOT 680 3.88t	N/A	N/A	N/A	N/A	£94840

Taigo - 4266x1757mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (95) Life	53.2	11.1	121	12	£24770
1.0 TSI (115) Life	53.0	9.9	121	14	£25605
1.0 TSI (115) Black Edition	51.3	9.9	126	14	£29770
1.0 TSI (115) auto Life	51.1	10.2	126	14	£27200
1.0 TSI (115) auto Style	50.4	10.2	128	14	£30140
1.0 TSI (115) auto R-Line	50.5	10.2	127	14	£31095
1.5 TSI (150) auto R-Line	48.8	8.2	132	22	£32640

Match: add £175 to Life
Black Edition: add £490 to R-Line

T-Cross - 4235x1782mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (95) Life	51.5	11.3	125	9	£25425
1.0 TSI (115) Life	51.5	10.1	125	10	£26270
1.0 TSI (115) Style	50.5	10.1	127	10	£29080
1.0 TSI (115) R-Line	50.6	10.1	127	10	£29965
1.0 TSI (115) auto Life	49.7	10.3	129	10	£27880
1.0 TSI (115) auto Style	49.0	10.3	131	10	£30790
1.0 TSI (115) auto R-Line	49.1	10.3	131	10	£31765
1.5 TSI (150) auto Style	47.2	8.4	136	16	£32240
1.5 TSI (150) auto R-Line	47.4	8.4	135	16	£33175

Match: add £175 to Life
R-Line: add £935 to Style
Black Edition: add £500 to R-Line

T-Roc - 4236x1819mm
Euro NCAP: ★★★★★ **Driver Power:** 38th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (115) Life	48.9	10.1	132	18	£29410
1.5 TSI (150) Life	47.3	8.4	136	17	£30980
1.5 TSI (150) Style	47.4	8.4	136	17	£33900
1.5 TSI (150) auto Life	46.8	8.3	138	18	£32720
1.5 TSI (150) auto Style	46.8	8.3	137	18	£35640
2.0 TSI (300) auto 4MOTION R	33.6	4.9	191	35	£45465

Match: add £175 to Life **R-Line:** add £1615 to Style (not 1.0 TSI 115)
Black Edition: add £1000 to R-Line 1.5 TSI 150 **R Black Edition:** add £1250 to R

T-Roc Cabriolet - 4271x1811mm
Euro NCAP: ★★★★★ **Driver Power:** 38th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (115) Style	46.4	11.3	138	14	£35675
1.5 TSI (150) Style	45.1	10.0	142	19	£37190
1.5 TSI (150) R-Line	45.5	10.0	141	19	£39810
1.5 TSI (150) auto Style	44.9	9.4	143	20	£38890
1.5 TSI (150) auto R-Line	45.2	9.4	142	20	£41510

ID.4 - 4584x1852mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
52kWh (170) auto Pure Match	222	9.0	0	23	£39590
77kWh (286) auto Pro Match	347	6.7	0	33	£44440
77kWh (286) at 4MOTION Match Pro	325	6.6	0	39	£46120
77kWh (340) auto 4MOTION GTX Ed	321	5.4	0	39	£52245

ID.5 - 4599x1852mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
52kWh (170) auto Pure Match	227	8.9	0	25	£41090
77kWh (286) auto Pro Match Pro	344	6.7	0	35	£45900
77kWh (340) auto 4MOTION GTX Ed	327	5.4	0	41	£53745

Tiguan - 4539x1842mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (130) auto Life	47.5	10.2	135	18	£37230
1.5 TSI (130) auto Match	47.4	10.2	135	18	£37525
1.5 TSI (150) auto Match	47.6	9.1	135	21	£38325
1.5 TSI (150) auto Elegance	47.7	9.1	135	22	£40720
1.5 TSI (150) auto R-Line	45.9	9.1	140	22	£41125
1.5 TSI PHEV (204) auto Match	740.5	8.2	9	27	£42960
1.5 TSI PHEV (204) auto Elegance	751.4	8.2	9	28	£45355
1.5 TSI PHEV (204) auto R-Line	660.5	8.2	10	28	£45760
1.5 TSI PHEV (272) auto R-Line	665.3	7.2	10	31	£48480
2.0 TSI (204) auto 4MOTION R-Line	36.4	7.1	177	29	£46820
2.0 TSI (265) auto 4MOTION R-Line	33.7	5.9	191	32	£50340
2.0 TDI (150) auto Match	52.1	9.4	142	22	£39515
2.0 TDI (150) auto Elegance	52.1	9.4	142	23	£41910
2.0 TDI (150) auto R-Line	50.8	9.4	146	23	£42315

Tayron - 4792x1853mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (150) auto Life	46.5	9.4	139	25	£40130
1.5 TSI (150) auto Elegance	46.5	9.4	138	25	£42700
1.5 TSI (150) auto R-Line	45.0	9.4	150	25	£43105
1.5 TSI PHEV (204) auto Life	733.1	8.6	9	30	£44015
1.5 TSI PHEV (204) auto Elegance	735.7	8.6	9	30	£46585
1.5 TSI PHEV (204) auto R-Line	634.7	8.6	10	30	£46990
1.5 TSI PHEV (272) auto R-Line	631.5	7.3	10	33	£49710
2.0 TSI (204) auto 4MOTION R-Line	35.6	9.7	180	22	£49150
2.0 TSI (265) auto 4MOTION R-Line	32.9	9.7	195	22	£52320
2.0 TDI (150) auto Life	50.9	9.7	145	22	£41320
2.0 TDI (150) auto Elegance	50.9	9.7	145	22	£43890
2.0 TDI (150) auto R-Line	49.3	9.7	150	22	£44295

Match: add £1300 to Life PHEV

Touareg - 4902x1984mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6 TSI PHV (381) auto 4MT Eleg	113.1	5.9	57	47	£71390
3.0 V6 TSI PHV (462) auto 4MOT R	115.4	5.2	56	49	£82950
3.0 V6 TDI (286) auto 4MOT Black Ed	34.4	6.4	215	45	£74525

Amarok - 5390x1910mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 TDI (170) 4MOTION Life	33.6	11.6	221	N/A	£43030
2.0 TDI (205) auto 4MOTION Life	32.5	10.5	227	N/A	£44688
2.0 TDI (205) auto 4MOTION Style	32.1	10.5	230	N/A	£53686
3.0 V6 TDI (240) auto 4MOT Style	28.0	9.0	264	N/A	£56836
3.0 V6 TDI (240) at 4MOT Panam	28.0	9.0	265	N/A	£59674
3.0 V6 TDI (240) at 4MT Aventura	28.0	9.0	265	N/A	£60682

VOLVO

Dealers: 117 **Warranty:** 3 yrs/60000 mls

V60 - 4778-4784x1916mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 B4 (197) auto Plus	44.8	7.2	143	31	£43940
2.0 B4 (197) auto Ultra	44.8	7.2	144	31	£48390
2.0 T6 PHEV (350) auto Plus AWD	352.6	5.2	17	42	£51310
2.0 T8 PHEV (455) auto Ultra AWD	352.6	4.4	18	42	£57760

V90 - 4945-4959x1895-1929mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 T6 PHEV (350) auto Plus AWD	352.6	5.2	18	42	£62410
2.0 T8 PHEV (455) auto Ultra AWD	313.4	4.5	20	42	£70910

EX30 - 4233x1940mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
51kWh (272) at Single Motor Core	209	5.4	0	35	£33060
51kWh (272) at Single Motor Plus	209	5.4	0	36	£35160
69kWh (272) at Ext'd Range Core	296	5.1	0	37	£37260
69kWh (272) at Ext'd Range Plus	296	5.1	0	38	£39860
69kWh (272) at Ext'd Range Ultra	295	5.1	0	38	£43360
69kWh (428) at Twin Motor Plus	280	3.4	0	40	£42360
69kWh (428) at Twin Motor Ultra	279	3.4	0	41	£45860
69kWh (428) auto Twin Motor XC	265	3.4	0	41	£47060

EC40 - 4440x1910mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
69kWh (238) at Single Motor Plus	300	6.9	0	34	£52410
78kWh (252) at Ext'd Range Plus	346	6.9	0	35	£54160
78kWh (252) at Ext'd Range Ultra	341	6.9	0	37	£58410
82kWh (408) at Twin Motor Plus	340	4.5	0	40	£57660
82kWh (408) at Twin Motor Ultra	336	4.5	0	41	£61910
82kWh (442) at Twin Perf Plus Black	337	4.4	0	41	£59660
82kWh (442) at Twin Perf Ultra Blk	336	4.4	0	41	£63160

Black Edition: add £750 to Extended Range Plus, add £250 to Extended Range Ultra

EX40 - 4440x1910mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
69kWh (238) at Single Motor Core	296	6.9	0	35	£46260
69kWh (238) at Single Motor Plus	294	6.9	0	35	£52410
78kWh (252) at Ext'd Range Core	343	6.9	0	36	£48010
78kWh (252) at Ext'd Range Plus	341	4.6	0	42	£54160
78kWh (252) at Ext'd Range Ultra	332	4.6	0	42	£58410
82kWh (408) at Twin Motor Plus	332	4.6	0	42	£57660
82kWh (408) at Twin Motor Ultra	323	4.6	0	42	£61910
82kWh (442) at Twin Perf Plus Black	326	4.4	0	41	£59610
82kWh (442) at Twin Perf Ultra Blk	324	4.4	0	41	£63160

Black Edition: add £750 to Extended Range Plus, add £250 to Extended Range Ultra

XC40 - 4440x1910mm
Euro NCAP: ★★★★★ **Driver Power:** 37th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 B3 (163) auto Core	42.7	8.3	150	23	£36840
1.5 B3 (163) auto Plus	42.7	8.3	149	24	£40090
1.5 B3 (163) auto Ultra	42.7	8.3	153	25	£45910
2.0 B4 (197) auto Plus	42.7	7.3	149	26	£41240
2.0 B4 (197) auto Ultra	42.7	7.3	153	27	£47060

Black Edition: add £910 to B3 Plus, add £1160 to B4 Plus, add £250 to Ultra

XC60 - 4708x1999mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 B5 (250) auto Core AWD	37.6	6.5	170	34	£48410
2.0 B5 (250) auto Plus AWD	37.6	6.5	172	34	£53740
2.0 B5 (250) auto Ultra AWD	37.6	6.5	179	34	£62740
2.0 T6 PHEV (350) auto Core AWD	313.4	5.4	22	22	£55360
2.0 T6 PHEV (350) auto Plus AWD	313.4	5.4	22	22	£59860
2.0 T8 PHEV (455) auto Ultra AWD	282.1	4.6	24	41	£68860

Black Edition: add £1750 to B5/T6 Plus, add £1000 to B5/T8 Ultra

XC90 - 4953x2008mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 B5 (250) auto Core AWD	32.8	7.3	193	37	£65450
2.0 B5 (250) auto Plus AWD	32.8	7.3	195	38	£70450
2.0 B6 (250) auto Ultra AWD	32.8	7.3	199	39	£76950
2.0 T8 PHEV (455) auto Core AWD	235.1	5.1	30	42	£72760
2.0 T8 PHEV (455) auto Plus AWD	235.1	5.1	31	42	£77760
2.0 T8 PHEV (455) auto Ultra AWD	235.1	5.1	32	43	£84260

EX90 - 5037x2039mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
104kWh (279) auto Single Plus	380	8.0	0	50	£82660
111kWh (408) auto Twin Plus AWD	385	4.7	0	50	£89560
111kWh (408) auto Twin Ultra AWD	375	5.7	0	50	£96360
111kWh (517) at Tw Perf Ultra AWD	375	4.7	0	50	£99960

XPENG

Dealers: 20 **Warranty:** TBC

G6 - 4753x1920mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
66kWh (258) auto Standard Range	270	6.6	0	N/A	£39990
88kWh (285) auto Long Range	354	6.2	0	N/A	£44990

ONLINE VALUATION TOOL

Head over to our valuation tool to check prices on a specific model.

MY advice to anyone thinking of purchasing a brand-new car in an uncertain, inflation-ravaged Britain in the final months of 2025? Don't. No need.

Currently, buyers typically have to make an upfront payment of between £40,000 and £50,000 for the right to buy and own an average factory-fresh model. That's my idea of a big, instant, financially painful hit for a private motorist paying his or her own bills. And think closer to £60,000, if high-interest loans are taken out via banks and other financial institutions.

If you don't have or can't borrow this sort of money to spend in one hit, you're not alone. You are the many, not the few. Fact is, for too many years, wages haven't kept pace with new-car inflation. And that's why so many consumers are now forced to abandon the idea of buying and owning. Instead, they're leasing and becoming short, medium or long-term rental customers.

> **"FOR TOO LONG, WAGES HAVEN'T KEPT PACE WITH NEW-CAR INFLATION. AND THAT'S WHY SO MANY ARE FORCED TO ABANDON THE IDEA OF BUYING AND OWNING A CAR"**

Go for it, I say. But you must, must, must shop around and spend within your means. Study the small print very carefully. Choose your preferred length of lease and likely annual mileage (for example 24 months/5,000 miles). Be flexible and open-minded about makes, models and colours. Look beyond the headline-grabbing monthly payment figure. And never forget this: the figure that matters most is the one spelling out the total cost of your chosen lease period – from day one to day 730 (if you opt for a two-year deal).

If you want a mid-sized, non-premium SUV, you might well make an initial payment (including a broker fee) of about £5,000, followed by 23 payments of, say, £400 a month. The total cost, in round figures, is £14,200 – or about £19.50 daily. Not bad, but not great.

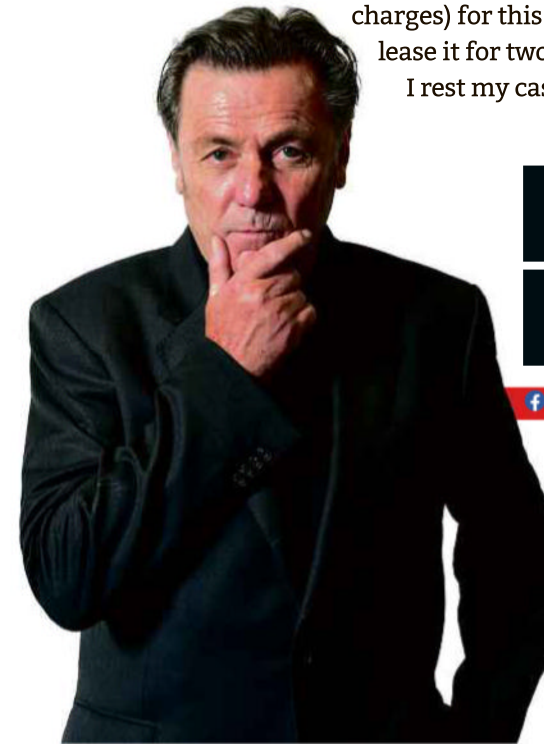
Me, I'm a bit of a tightwad. So I'd only be prepared to pay about half as much. Furthermore, I'd want a larger than mid-sized car for my money.

And without having to look too far (the car-leasing deals section of the Auto Express website), I found that vehicle: a Vauxhall Grandland 1.2 Hybrid 145 e-DCT6 GS with a surprisingly high spec, metallic paint and officially capable of 50mpg-plus, which is impressive for a boxy, spacious barge of a load-lugger that's almost 4.7 metres long.

Admittedly, it's not the greatest or most exciting big SUV. But thanks to its modest initial payment of £2,547 (including fee) followed by 23 monthly payments of £192, the total cost for the entire two-year lease is just £6,970. That's equivalent to around £9.50 a day – for the exclusive use of a big, new, credible, well kitted-out workhorse SUV.

Motorists who insist on buying outright – and have the financial means to do so – face a recommended retail price of almost £37,000 (plus likely interest charges) for this petrol-electric Vauxhall. But those willing to lease it for two years can do so for less than a tenner a day.

I rest my case.



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